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The Hongkong Telegraph

(ESTABLISHED 1881).

69129式拜禮 號廿月五英港

TUESDAY, MAY 11, 1920.

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\$35 PER ANNUM.

THE LAST WORD
KNOX MARINE
MOTORS 40H.P.

Agents
Anderson, Meyer & Co., Ltd.
Hongkong.

TO-DAY'S CHINESE TELEGRAMS.

PREMIER RESIGNS.

Peking, May 10.
Kun Wun-pang, the Premier, owing to conflicting views with certain parties in regard to the Japanese notifications, has tendered his resignation.

CHINA DISAPPOINTED.

Peking, May 10.
The Government is very disappointed at receiving information from the Diplomatic Body to the effect that the amendments on the Versailles Treaty are only limited to a discussion on the German representatives' proposals, and that the Shantung question is not included.

A NEW CABINET.

Shanghai, May 10.
It is reported that Wong Yip-long, the chief peace delegate, has been requested by the On Fook Club to return to Peking and organise a new Cabinet.

DIFFICULT PROBLEMS.

Shanghai, May 10.
The Shantung and Foochow conferences will not be held until a new Cabinet has been formed.

(Other Early and Special Telegrams on Pages 2 and 3.)

PAPER THAT COULD NOT BE STOPPED.

"VORWAERTS" FEAT.

Berlin March 27. A daring deed by Herr Friedrich Stampfer, the chief editor of Vorwaerts, and half of his editorial staff during "the hundred hours" of Kapp's regime can now be told.

It was nothing less bold than the bringing out of an edition of Vorwaerts under the very nose of a contingent of Von Luttwitz's troops occupying the Vorwaerts building to see that the paper was not issued.

At midnight on the Monday Herr Stampfer and daring colleagues slipped past the military guards into the type setting room and one of the printing rooms not actually occupied.

So, by candle light they set to work to write a leader and various news articles; others did the work of setting them in type; another bold individual who could imitate the peremptory military tone of voice to perfection. "Koenigeknick," the telephone operators into putting him through to Dresden and Stuttgart, where he got into communication with Vorwaerts correspondents and obtained the latest news from these centres.

Through the night till 5 o'clock work went on; and it was a thrifty band which surveyed the printing machine ready to do its work.

One of them had a happy idea. He slipped down to where the soldiers were preparing their morning coffee, chatted amiably with them, and returned to his journalistic conspirators with several great cans of excellent steaming coffee, which was used for the coast of "Frustrate the knavish tricks" of Kapp and Von Luttwitz.

Then a printing machine set to work slowly and quietly, while one of the band slipped out of the building with a matrix under his overcoat to carry it to the Spandau suburb, where printing plant was known to be available.

Thousand after thousand of copies came from the printing machine, and they were smuggled out of the building.

Something like 15,000 copies had been printed when the commander of the guard picked up his ears and came to investigate the cause of the rumbling noise.

He was astonished to see a machine printing copies of the newspaper which was to him anathema.

Of course he had the machine stopped and the few copies lying about destroyed.

But the great adventure was over; 15,000 copies of Vorwaerts had disappeared; and so had Herr Stampfer and his colleagues.

At Spandau 20,000 copies were printed.

AMERICAN ITEMS.

Salt Lake City, Utah, May 3. The Idaho Sugar company, the largest producers in the inter-mountain region to-day announced an increase in the price of refined sugar from 13 cents to 22.75 cents per pound. This caused a jump in the retail price of best sugar from 16 to 28 cents a pound. No reason was given for the increase.

Omaha Neb., May 3. Federal agents to-day seized a car containing eighty thousand pounds of sugar. It was consigned from a sugar brokerage concern and was enroute from San Francisco to Chicago. This makes a total of 250,000 pounds of sugar seized here by federal authorities during the last few days.

Louisville, Ky., April 30. Judge Walter Evans of the United States district court, in the case of alleged profiteers on trial, held that the Lever food control act could not be enforced, as it was "too vague and the language too indefinite." He dismissed the actions.

Washington, April 30. President Wilson to-day nominated Henry Jones Ford, professor of politics in Princeton University, and James Duncan of Quincy, Mass., former vice-president of the American Federation of Labour, as members of the interstate commerce commission.

Washington, May 1. The house to-day passed a bill for the retirement and reclassification of civil service employees. The bill reduces the age limit at which they would be entitled to retire, from seventy years to sixty-five.

Mare Island, Cal., May 1. Orders have been received at the navy yard here to place the battleships Vermont, Nebraska and Georgia out of commission as obsolete. The Rhode Island was retired last month.

Washington, May 3. Frank Munsey, the publisher, testifying before the senate committee investigating the news print paper situation, predicted that the five to seven cent daily newspaper was coming. He urged drastic reduction in the use of paper and governmental regulation of both paper and wood pulp sources.

Washington, May 1. The bill designed to prevent speculation in sugar was introduced in the house to-day by Representative Howard of Oklahoma (Dem.). It would prohibit the resale of sugar by dealers without reasonable justification. Howard said the department of justice was unable to meet the emergency because of inadequate legislation.

ROYAL VISITORS.

COMING TO HONGKONG.

Hongkong will shortly be honoured with a royal visitor in the person of His Royal Highness the Crown Prince of Rumania. The Japanese Consulate is making arrangements for the reception of Prince Carol, who it has been ascertained, will arrive here by the P. and O. Madras, which is due here about the middle of next month. The Prince is going to Japan, where he will work for the establishment of a better understanding between the Rumanian and Japanese nations.

Another royal visitor will be His Majesty the King of Siam, who will visit the Colony very shortly on his way to Peking.

OFFER OF SCHOLARSHIP.

OPPORTUNITY FOR HONGKONG STUDENTS.

Following in the steps of other business concerns, the well-known American firm of Messrs Anderson Meyer & Co., Ltd., is offering a scholarship, for which Hongkong students are eligible to compete. The scholarship is a valuable one, conveying as it does tuition in an American educational institution until the student graduates, calculated roughly to mean about six years. Full particulars may be had at the office of Messrs Anderson Meyer & Co., Queen's Road, and in Canton at the firm's office in the Mission Building. No age limit has been fixed, but the age of the candidate will of course be taken into consideration in making the award.

Applicants must present credentials which will satisfy the Scholarship Committee that they have had work approximately equivalent to that of an American High School. The examination will include the following:

1. English Grammar and Composition.
2. Geography of the World.
3. General History.
4. Plane Geometry.
5. Solid Geometry or Plane Trigonometry.
6. Elementary and Intermediate Algebra, including progressions and logarithms.
7. Physiology and Hygiene.
8. General Science. (For this may be substituted special papers in Chemistry, Biology or Physics.)
9. Chinese History.
10. Chinese Composition.

Applicant should give name and date of birth, father's name, address and occupation, names and addresses of the three persons who can testify as to personal character and general ability.

The Scholarship Committee is composed of Mr. J. McClure Henry, (acting President of Canton Christian College), Mr. Stetson (International Banking Corporation), Dr. A. Swan (Canton), Mr. Tse Tsok Kai, Mr. J. Y. Harring (Engineer of Kwantung Electric Supply Co.), and Mr. F. W. Cox (Manager of Anderson Meyer and Co. in Hongkong.)

INSURANCE CAPITAL

COMMERCIAL UNION ASSURANCE CO., LTD.

By authority given at the extraordinary meeting of shareholders held on the 2nd March last, the Directors of the above Company have applied the sum of £500,000 standing to the credit of the Company's Reserve Accounts in payment of £1 per share, thus making the shares (£5 nominal) £2 10s. 0d. paid. The capital of the Company is now as follows:—

Subscribed Capital £2,950,000 in 590,000 shares of £5 each £2 10s. 0d. paid.
Paid-up Capital, £1,475,000.
The Company's assets, as at the 31st December, 1918, were £34,517,474 and the annual income exceeded £13,000,000.

CIVIL SERVICE SALARIES.

THE NEW POLICE RATES.

We learn this morning that the new scale of pay for the Police Force is as follows:—

EUROPEAN.

Chief Inspector, £500 to £600 by £25 annually; Inspector, £400 to £450 by £12 10s. annually; Sub-Inspector £320 to £360 by £10 annually; Sergeant, £230 to £300 by £10 annually; Lance-Sergeant £160 to £180 by £10 annually.

INDIAN.

If remittance privilege is given up: Inspector, £780 to \$1,020 by \$60 annually; Sergeant Major, \$340 to \$600 by \$30 annually; Sergeant, \$300 to \$360 by \$12 annually; Lance-Sergeant, \$276 to \$288 by \$12 annually; Constable (1st class) \$252 (2nd class) \$216; Recruit \$168.

If remittance privilege is retained: Inspector, \$340; Sergeant Major \$420; Sergeant \$264 by \$12 annually; Lance-Sergeant \$250 to \$252 by \$12 annually; Constable (1st class) \$216 (2nd class) \$180; Recruit \$132.

CHINESE.

Inspector \$720; Sergeant Major \$600; Sergeant (1st class) \$408 (2nd class) \$324; Constable (1st class) \$264 (2nd class) \$204; Recruit \$180.

U. S. PRESIDENTIAL PRIMARIES.

A CLOSE RACE.

Newark, N. J., April 28.—Returns from nearly one half of the state in the New Jersey primary today indicated that Senator Hiram Johnson of California and Major General Leonard Wood are running a close race for control of the delegation to the Republican national convention.

Sensors Edge and Frelinghuysen of New Jersey are leading the candidates for delegate at large. One is for Wood and the other is for Johnson.

Neither Johnson nor Wood candidates are contesting for the twenty four other places as delegates to the Republican convention.

The Democratic delegates are pledged to Gov. Edwards of New Jersey, who has announced that he would carry the anti-prohibition fight to the Democratic national convention. The Edwards delegates were elected without opposition.

In 1,115 districts Johnson has 24,173, and Wood 25,320.

Newark, N. J., May 1.—The complete corrected vote in the presidential primary gives General Leonard Wood 52,603 and Senator Hiram Johnson of California 51,401.

Boston, Mass., April 28.—Returns today from two thirds of the state of Massachusetts indicated the probable election of the four unpledged candidates for delegates at large to the republican national convention, including Senator Henry Cabot Lodge, speaker of the house, Frederick H. Gillett, former United States Senator, W. Murray Crane and E. A. Thurston.

Columbus, O., April 28.—Returns from the presidential primary continue to show that the race in Ohio for delegates is close between Senator Harding of Ohio and General Wood, with the Senator slightly in the lead.

Returns from more than one half of the state show that Herbert C. Hoover has about 5,000 votes.

Governor Cox was the only democratic candidate and all the delegates are pledged to him.

Bellingham, Wash., April 28.—The fourteen delegates from the state of Washington to the republican national convention to-day were instructed to vote for United States Senator Miles Poindexter of Washington for the nomination for president.

MACAO MURDER RECALLED.

TWO MEN CAPTURED.

Two of the eleven men concerned in the murder of Mr. Barra, officer in charge of the revenue launch Paktan of the Macao Customs, have recently been captured, and after undergoing a preliminary trial in the Macao Court have been ordered to be handed over to the Canton Government pending the arrival of the formal documents.

It will be remembered that some time last summer, the revenue launch Paktan stopped a junk aboard which were 11 pirates who were being chased by a Chinese gun-boat, and had all the pirates arrested and locked up aboard the launch. Pending the arrival of documents from the Chinese Government, the officer in charge, out of pity, released the pirates from close confinement so that they might take their meal in comfort, but they fell on the officer and shot him dead with a revolver seized from his belt, and after threatening the sailors took all the arms from the launch and fled.

MARINE COURT.

PROSECUTION FIZZLES OUT.

Tuan Villarc, a fireman of the S.S. Wonganella, was again charged this morning at the Marine Court, for disobeying the order of the second engineer.

The second engineer, examined, said that last Saturday, he went up at seven o'clock in the morning and asked the defendant what was the matter and he said he was sick. The master asked him to see the doctor but defendant refused to go and see him.

Capt. Tylour:—What order of yours did he disobey?

Complainant:—None.

Captain Tylour:—Is the matter here?

Complainant:—No.

Capt. Tylour:—Did he disobey any order?

Complainant:—None.

Captain Tylour:—The case is dismissed.

THE GYMKHANA.

The following are the handweps for the 3rd Gymkhana, to be held on Saturday next:

| ONCE AROUND—A CLASS. | |
|----------------------|-----|
| Alexander | 100 |
| Shooting | 100 |
| Beggar King | 158 |
| Attraction | 158 |
| Burning Daylight | 155 |
| Season Ticket | 153 |
| Sandmartin | 132 |
| Wilkins' Micauber | 151 |
| Target | 150 |
| What is it | 150 |
| Savarnak | 149 |
| Butus | 149 |

| ONCE AROUND—B CLASS. | |
|----------------------|-----|
| Wee Mouse | 160 |
| Sepand | 160 |
| Blackbird Dahlie | 159 |
| Ringwood | 153 |
| Panille | 152 |
| Geordie Mac | 152 |
| Pawnshop | 151 |
| Algerian Chief | 149 |
| Pussyfoot | 147 |
| Moonshine | 147 |
| Sizza | 145 |

11 MILLS.

| | |
|-------------------|-----|
| Siam | 165 |
| Beggar King | 159 |
| Attraction | 159 |
| Alexander | 158 |
| Lighting | 155 |
| Season Ticket | 153 |
| Sandmartin | 150 |
| Wilkins' Micauber | 150 |
| Sepand | 150 |
| Target | 148 |
| Savarnak | 148 |
| Blackbird Dahlie | 148 |
| What is it | 148 |
| Howdy Child | 148 |
| Butus | 147 |
| Algerian Chief | 140 |
| Sizza | 135 |

3½ TON GUN SHELL.

A huge projectile which would perforate two-and-a-half feet of hard-faced armour at a range of ten miles was hinted at by Sir Robert Hadfield recently. If a gun should be built to fire such a shell, he said, his firm, Hadfields, Ltd., of Sheffield, were prepared to undertake the production of armour-piercing projectiles weighing nearly two-and-a-half tons each and 21in. in diameter, probably 50 per cent. heavier than the biggest projectile yet fired.

FALSE ALARM.

A DRUNKEN WATCHMAN'S FROLIC.

To be called out in full force in the middle of the night and to find, on subsequent investigations, that there was hardly any occasion for such alarm, was the unenviable experience of the Kowloon Police. At 12 o'clock, last night, in response to prolonged blowing of a whistle, in Canton Road, one by one they were called out to the scene.

The whole locality was in considerable hubbub, but the mysterious part of the whole affair was that nothing serious had happened, and yet the whistle continued to be blown from a quarter which no one could locate. At last the police were drawn to a closed ricksha, and, on opening the screen, they found an Indian watchman seated comfortably in it, the whole blowing lustily on a police whistle. It was further discovered that he was very much the worse for liquor, though with great meekness he allowed himself to be taken to the lock-up. This peculiar practical joke cost him \$2 at the Police Court this morning.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 3½d.

THE WEATHER.

Forecast:—Fair. Barometer:—29.64. Temperature 3 p.m.:—84. Humidity 2 p.m.:—76.

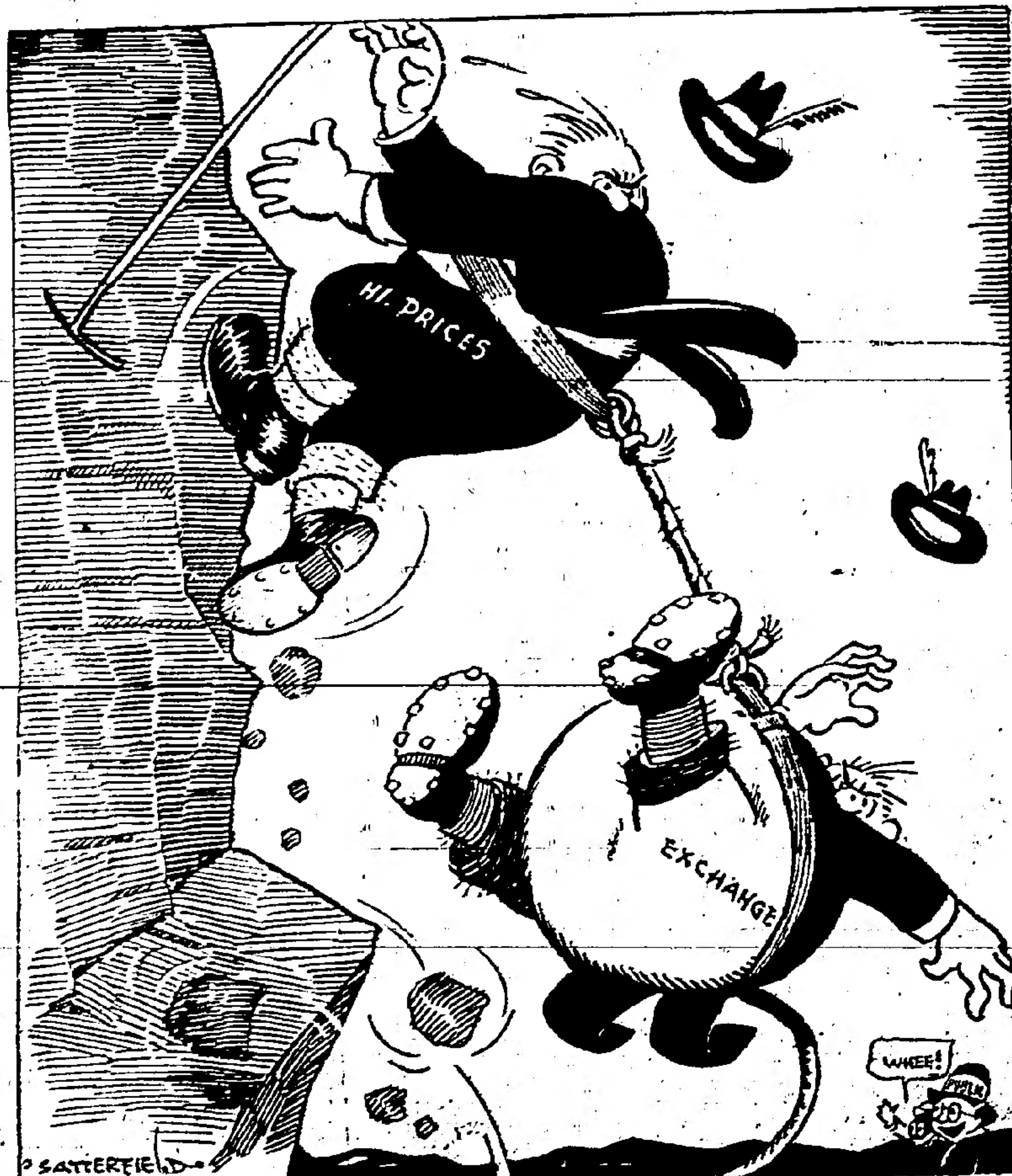
DON'T FORGET.

TO-DAY.

Hongkong Horticultural Society.—Annual meeting at Jardine's office.—3.15 p.m.
Coronet Theatre.—3.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre.—3.15 and 9.15 p.m.



WILL THEY BOTH FALL?

NOTICES



The Victrola

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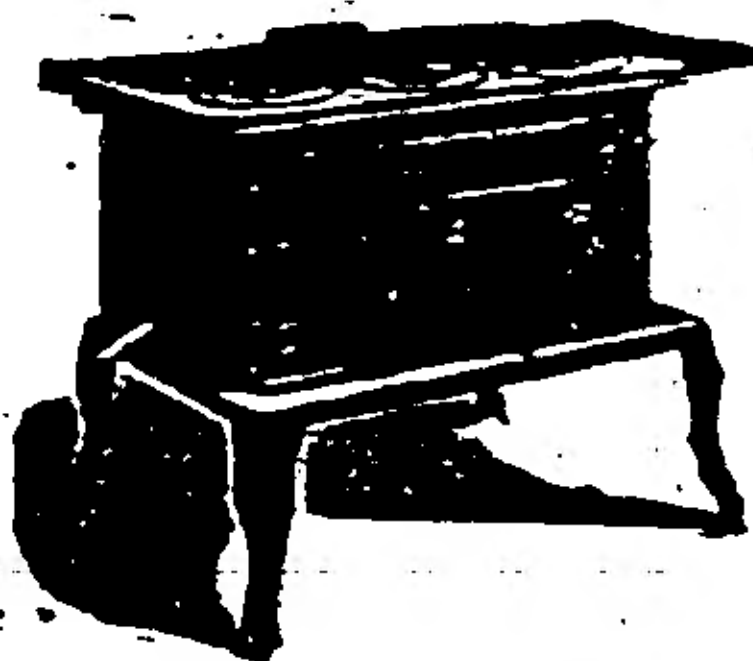
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Telephone Number: 3422.Code used: ABC 5th edition
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REFRESHING BATHS.WE ARE NOW CARRYING LARGE STOCKS
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HIGH QUALITY BATH SOAP

EAU DE COLOGNE,
AT ATTRACTIVE PRICES.

THE COLONIAL DISPENSARY

14, Queen's Road Central,
Tel. No. 1877.

EARLIER TELEGRAMS.

(Continued from page 4)

PRICE OF COAL.

London, May 8.

According to the Times, the Cabinet has decided on large increases in the prices of industrial and domestic coal which will henceforward be sold on an economic basis. Meanwhile, the coal shortage is acute, especially in Manchester.

AVIATION FEAT.

Minneapolis, May 8.

The aviator Coombs reached an altitude of 16,200 feet, carrying three passengers. This is a record.

THE SPA CONFERENCE.

Brussels, May 8.

The reasons for Germany's reported request for the postponement of the Conference are that the Mueller Cabinet's term of office expires on June 10th. Therefore, the Cabinet is not justified in committing Germany as regards reparations, but politicians fear the responsibilities of the Spa Conference on the eve of facing the electors, as the conference is confining the Germans to explanations as regards acquitting the debts.

GERMAN COLONIAL AMBITIONS.

Berlin, May 8.

The German Colonial Society has been resuscitated in Magdeburg. Seitz, the ex-Governor of South-West Africa, presiding, demanded the revision of the Peace Treaty for re-allowing Germany to the field of colonisation. Herr Lindequist, ex-State Secretary, suggested that Russia and Central and South America offered scope to German emigration. A resolution was adopted in favour of propagandising school children regarding the necessity of overseas possessions.

EXCESS PROFITS DUTIES DISAPPROVED.

London, May 8.

The Conference of the National Union of Manufacturers has passed a resolution condemning the increased Excess Profits Duties and asking for a reduction of Government expenditure.

JUBILEE STAKES.

London, May 8.

The following is the result of the Jubilee stakes:

| | |
|------------|---|
| Tangiers | 1 |
| Manillardo | 2 |
| Monteith | 3 |

Eighteen ran. Won by a length, a neck separating the second and third.
Betting: 100 to 5 Tangiers, 5 to 1 Manillardo, and 9 to 1 Monteith.

MESOPOTAMIAN OIL FIELDS.

London, May 8.

The Times, reverting to yesterday's criticism of the Mesopotamia oil-fields, declares that it learns that the capital of the new company will partly be subscribed by French interests and also by native elements. Furthermore, the Shell group and Anglo-Persian Company have equal shares in the capital. Therefore, the Dutch company's interest will be only 60 per cent. of the Shell Company's participation. It is estimated that the pipeline and equipment would cost £1,000,000, the figure precluding competition. The agreement, which is only awaiting signature, will show predominant English interest.

U.S. REPUBLICANS AND THE LEAGUE.

London, May 8.

The Times' Washington correspondent says that following on Senator Johnson's victory in the primary elections in California, the Republicans' Conference has decided on an agreement with Senator Lodge to adopt a more aggressive attitude towards the League of Nations and the Peace Treaty. The Party will give a pledge, if a Republican President and Senate are elected, for a programme including the outlawry of war and the establishment of a court of international justice. The decision means the Republican leaders are joining the camp of the irreconcilables. The potential importance of the Johnson-Lodge compact upon the future of the League of Nations cannot, therefore, be over-estimated.

THE MEXICAN REVOLT.

Laredo (Texas), May 8.

The Mexican rebels have cut the national railway also the telegraphs, sixty miles south of the border.

New York, May 8.

One thousand and five hundred revolutionary troops are marching from Juarez upon Mexico City.

GERMANY AND RUSSIA.

Berlin, May 8.

Mannerheim is journeying from Paris to London with a view to discussing affairs with Denikin.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

STEAMER DELAYED.

Singapore, May 10.

A message from Penang states that the departure of the S.S. Innsbruck for Europe was delayed owing to the Chinese cook having left the vessel at Singapore and the difficulty in obtaining a successor. The Chinese crew refused to sail without him.

COMPANY REPORT.

BANK OF CANTON LTD.

The following is the report of the Board of Directors of the Bank of Canton Ltd., presented to the ninth annual meeting of shareholders held on Saturday afternoon.

Gentlemen.—The Directors have now to submit to you a general statement of the affairs of the Company and Balance sheet for the year ending 31st December 1919. The net profits for that period including \$60,026.78 balance brought forward from last account, after paying all charges, amount to \$326,736.84 which after deducting \$33,279.71 for bonus leaves \$493,457.13. This sum together with \$100,000.00 transferred from Reserve Fund, and \$40,000.00 from the Investment Reserve Fund amounts in all to \$633,457.13 for appropriation, which has been dealt with as follows:—

| | |
|--|---------------|
| To amount written off Furniture Fixtures & Vault | \$ 414.21 |
| To amount written off Stationery &c | \$ 571.63 |
| To amount written off Organization &c | \$ 392.67 |
| To amount of bonus to be paid in shares to holders of silver shares of \$50.00 paid up | \$ 600,000.00 |

To amount of additional bonus to be paid in shares to holders of silver shares of \$50.00 paid up

| |
|-------------|
| \$ 2,787.64 |
|-------------|

The item of \$2,787.64 is appropriated as additional bonus for the purpose of making up the difference between the value of 200,000 in respect of 40,000 shares of \$5 each at the rate of exchange fixed by the Board and the bonus dividend of \$15 each in respect of 40,000 silver shares declared and converted into sterling in pursuance of the Extraordinary Resolutions passed on the 27th October 1919 which the Directors trust will be confirmed by the shareholders.

After making these transfers there remains for appropriation the sum of \$243,990.93 out of which the Directors recommend payment of a dividend of 6 per cent on the Subscribed Capital, and a bonus of \$3.00 per silver share of \$50.00 paid up. These will absorb \$241,302.17 leaving a balance of \$2,688.76 to be carried to New Profit and Loss Account.

In accordance with the Articles of Association Messrs. Li Yik Tong, Chey Hing, Ma Ying Pui and Li Ping Hui retire from the Board, but, being eligible for re-election, offer themselves accordingly. Messrs. Li Fung Cho and Chan Fu Cheung, our Inspectors of accounts for the past year, now retire but offer themselves for re-election.

The accounts have been audited by Messrs. Percy Smith, Seth and Fleming, who were our auditors for the past year, and they now retire but offer themselves for re-election.

Liabilities

| | |
|---------------------------------|----------------|
| To Capital:— | |
| 40,000 Shares at \$50— | \$2,000,000.00 |
| each fully paid .. | \$2,000,000.00 |
| To Reserve Fund .. | 400,000.00 |
| To Investment Reserve Fund .. | 40,000.00 |
| To Deposits .. | 4,334,472.28 |
| To Drafts Payable .. | 153,008.85 |
| To Agencies .. | 1,823,043.46 |
| To Unpaid Dividends .. | 44,927.36 |
| To Comprodeur Guarantee Fund .. | 40,000.00 |
| To Profit and Loss Account .. | 275,632.34 |

Total .. \$9,615,485.29

Assets.

| | |
|--|---------------|
| By Cash in hand and at Bankers .. | \$ 903,268.05 |
| By Bullion & Foreign Coins Etc. in Hand .. | 150.12 |
| By Loans Receivable and Advances .. | 3,523,383.97 |
| By Bills Receivable .. | 1,339,026.20 |
| By Suspense Account .. | |
| Exchange Transactions .. | 491,782.83 |
| By Agencies .. | 2,833,644.40 |
| By Investments at Cost .. | 37,344.40 |
| By Payments in Advance Including Rent and Telegraph Guarantee .. | 3,234.27 |
| By Furniture, Fixtures and Vault .. | 21,816.44 |
| By Stationery Account .. | 7,542.40 |
| By Bank Building Account, Head Office .. | 419,900.99 |
| By Bank Building Account, Canton Branch .. | 23,524.23 |
| By Bank Note Expenses, Shanghai Branch .. | 20,102.00 |

Total .. \$9,615,485.29

NOTICES

LANE, CRAWFORD & Co.

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FOR MEN.

SOFT LUXURIOUS

THIN COTTON

VESTS & DRAWERS

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ARE STOCKED IN

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BLUE-PINK & WHITE.

\$4.00
suit.

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HYGIENOL

A powerful disinfectant, germicide and
deodorant.

Extremely economical in use most effective in operation.
Price Per Pint 50cts. Per Gallon \$2.25.

A. S. WATSON & CO., LTD.

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SUMMER DISPLAYS

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NEW DRESSES

NEW BLOUSES

NEW HATS.

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assortment of Ladies Ready-to-
Wear dresses in Muslin, Voile,
Silk, etc.

Price from

\$5.75 to \$22.50.

READY-TO-WEAR BLOUSES

in the latest styles. New
Jumpers, etc. etc.

\$3.75 to \$12.50.

READY-TO-WEAR SUMMER
SKIRTS.

Good Washing Material

\$3.75 to \$9.75.

READY-TO-WEAR CHILDREN'S
SUMMER DRESSES,
OVERALLS, ETC. ETC. All Sizes.

\$1.75 to \$4.50.

NEW READY-TO-WEAR HATS.

A large and varied stock of all the latest in smart hats
for present wear, at extremely reasonable prices. Call and
inspect.

\$2.75 to \$12.75.

NEW VEILINGS AND NEW NECK WEAR

WHITEAWAY, LAIDLAW & CO., LTD.

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|---|---|--|---|
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| S.S. "CADDOPPEAK" | The Steamship S.S. "LAKE GILPEN." | From SCANDINAVIA The Motorship "PERU" | AMERICAN & MANCHURIAN LINE. |
| From CALCUTTA via RANGOON, PENANG, SINGA- PORE and SAIGON. | From CALCUTTA via RANGOON, PENANG, SINGA- PORE and SAIGON. | having arrived from the above ports on the 9th May, 1920, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong- kong & Kowloon Wharf & Godown Co. Ltd., whence, and or from the wharves, delivery may be obtained. | From NEW YORK. The Steamship "KAZEMBE" |
| The above mentioned vessel having arrived from the above mentioned ports, consignees of cargo are hereby informed that they must take immediate deliv- ery of same from alongside, and all cargo, impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk. | The above mentioned vessel having arrived from the above mentioned ports, Consig- nees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's, Go- downs at West Point, and stored at Consignees' risk. | Goods not cleared by the 15th May, 1920, will be subject to rent. | having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained. |
| Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be counter- signed. | Consignees of cargo are hereby notified that they must pro- duce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be counter- signed. | All broken, chafed, and damag- ed packages are to be left in the Godowns where they will be ex- amined on the 14th May, 1920 at 10 a.m. | No claim will be admitted after the goods have left the Godown, and all goods remaining unde- livered after the May 5th, will be subject to rent. |
| All broken, chafed and damag- ed goods are to be left in the Go- downs, where they will be ex- amined on May 13th at 10 a.m. and May 14th at 10 a.m. | All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on May 17th at 10 a.m. | Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised. | All claims against the steamer must be presented to the under- signed on or before May 12th 1920, or they will not be recog- nised. |
| All claims must be presented within a week of the steamer's arrival here, after which they can- not be recognised. | All claims must be presented within a week of the steamer's arrival here, after which they can- not be recognised. | No Fire Insurance will be effected by us in any case what- soever. | All broken, chafed and damaged goods are to be left in the Go- downs, where they will be ex- amined on any Tuesdays & Fri- days between the hours of 10.45 a.m. and noon, within the free storage period. |
| No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after May 14th, will be subject to rent. | No claim will be admitted after the goods have left the Go- downs, and all goods remaining undelivered after May 17th, will be subject to rent. | Bills of Lading will be counter- signed by MESSRS THORESEN & CO. Agents. Hongkong, 9th May, 1920. | No Fire Insurance has been effected. |
| No Fire Insurance whatever will be effected. | Consignees are requested to send in their Bills of Lading for counter-signature immediately. | THE BANK LINE LTD. General Agents. Hongkong, 29th April, 1920. | Bills of Lading will be counter- signed by |
| Consignees are requested to send in their Bills of Lading for counter-signature immediately. | PACIFIC MAIL S.S. CO. As Operators. U.S. SHIPPING BOARD Hongkong, 10th May, 1920. | NOTICE TO CONSIGNEES. | OCEAN STEAMSHIP CO. LTD. AND CHINA MUTUAL STEAM NAVIGATION CO. LTD. |
| PACIFIC MAIL S.S. CO. As Operators, U.S. Shipping Board. Hongkong, 10th May, 1920. | NOTICE TO CONSIGNEES. | Consignees per Co's Steamer "EURVADES" | Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be ob- tained. |
| NIPPON YUSEN KAISHA. | PACIFIC MAIL S.S. CO. LTD. | are hereby notified that the Car- go will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 15th May. | Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be ob- tained. |
| NOTICE TO CONSIGNEES | The Steamship S.S. "VENEZUELA" | Optional cargo will be landed, unless notice has been given prior to steamer's arrival. | Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be ob- tained. |
| From EUROPE and STRAITS | From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI & MANILA. | All broken, chafed, and damag- ed goods are to be left in the Godowns, where they will be ex- amined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. | No Claims will be admitted after the Goods have left the Go- downs, and all Goods remaining undelivered after the 11th inst. will be subject to rent. |
| THE Company's Steamship "DELAGUA MARU" | The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steam- ship Company's Godowns at West Point, and stored at Consignees' risk. | No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th April, will be subject to rent. | All claims against the steamer must be presented to the under- signed on or before the 18th inst., or they will not be recognised. |
| having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods being landed and placed at risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, each consignment will be put on board by mark and de- livery can be obtained as soon as the Goods are landed. | Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be counter-signed. | All broken, chafed and damag- ed Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 a.m. | No Fire Insurance has been effected. |
| Goods not cleared by the 17th May, 1920, will be subject to rent. | All broken, chafed and damag- ed goods are to be left in the Godowns, where they will be examined on May 15th at 10 a.m. | All claims against the Steamer must be presented to the under- signed on or before the 27th May, or they will not be recognised. | Bills of Lading will be counter- signed by |
| Damaged packages must be left in the Godowns for examina- tion by the Consignees and the Co's representatives at an ap- pointed hour on Tuesday & Friday . All claims must be pre- sented within ten days of the steamer's arrival here, after which date they cannot be re- cognised. No claims will be ad- mitted after the goods have left the Godowns. | All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognised. | No Fire Insurance will be effected. | GIBB, LIVINGSTON & CO. Agents. Hongkong, 4th May, 1920. |
| NIPPON YUSEN KAISHA. Agents. Hongkong, 10th May, 1920. | No claim will be admitted after the goods have left the Godowns, and all goods remaining unde- livered after May 17th, will be subject to rent. | Butterfield & Swire. Agents. Hongkong, 7th April, 1920. | |
| | No Fire Insurance whatever will be effected. | | |
| | Consignees are requested to send in their Bills of Lading for counter-signature immediately. | | |
| | PACIFIC MAIL S.S. CO. Hongkong, 10th May, 1920. | | |

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less to the most delicate constitution of child and adult.
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It is the most delicate and purest of all blood purifiers.

CONSIGNEES.
NOTICE TO CONSIGNEES.
NIPPON YUSEN KAISHA.
From EUROPE AND STRAITS.
THE Company's Steamship
"DELAGUA MARU"

U.S. CONSULAR REPORTS.
SOUTH CHINA PORTS.
Amoy. The only modern in-
dustry in the Amoy consular dis-
trict is the canning of meats,
fruits, fish, and saucers for Chinese
consumption. There are two fac-
tories engaged in this industry at
Amoy, and both have American
equipment. While there have
been many plans for roads, some
with motor-bus services, and for
narrow-gauge railways, discussed
for this district, nothing definite
has appeared, except that some
roads have been constructed in the
city of Chanzhou, and a project
to construct a road from Chang-
chow to Shihma, the head of
launch traffic from Amoy, is under
way, although actual construction
work has not begun. It is to be
hoped that some means will soon
be found of opening up transport
facilities with Lungtzenchow
the hard-coal fields in the in-
terior. While quantities of
anthracite, which has produced
splendid assays, find their way
to Amoy in small boats, through
the rapids and with transshipment,
the quantity is not sufficiently
large to give the port any stand-
ing as an anthracite coal depot.
Consul C. E. Gauss.

Foochow. The Foochow
district needs foreign capital to
open up its mines, to construct
needed railways, to install hydro-
electric plants, tram lines, electric
lighting plants, telephone systems,
to construct waterworks, and, in
general, to start this part of

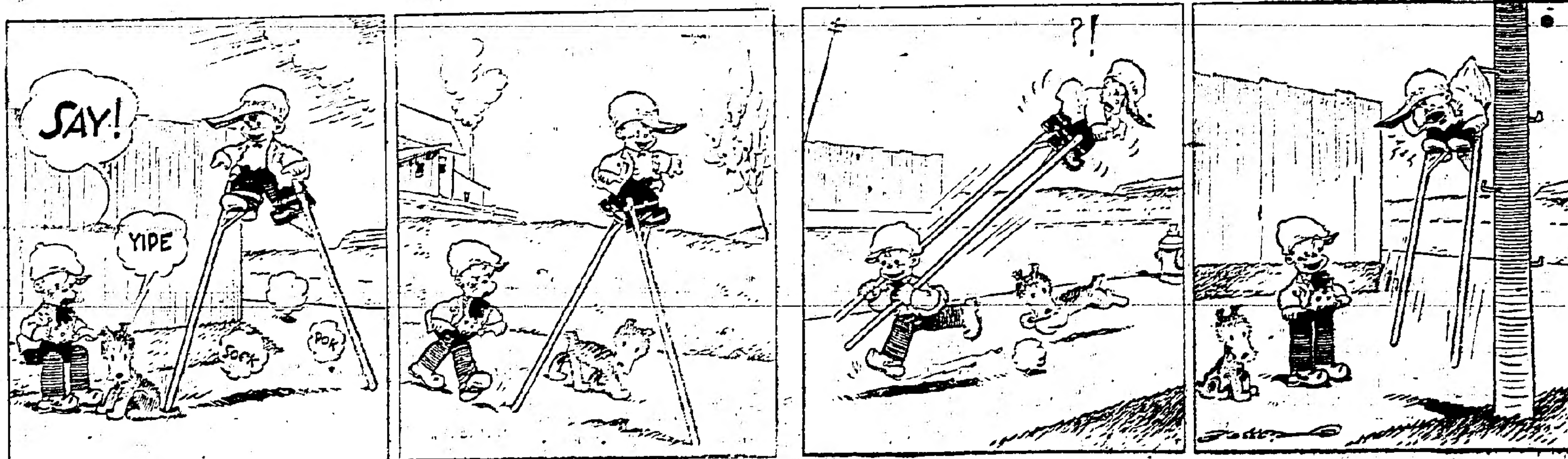
China on the road of modern
industrial progress. It is believed
that the natives, instead of re-
sisting, as formerly, the entrance
of foreign capital, would welcome
the foreign banker, engineer, and
business man. They now realise
that they can do little without
foreign assistance, and such
assistance could count upon the
co-operation of the officials and
people. Consul Geo. C. Hanson.

Swatow. The mining of wol-
fram ore became important during
1918, but the falling off of the
demand late in the year brought
production to a standstill. Thou-
sands of Chinese found employ-
ment in mining, collecting, and
transporting this ore. This district
and contiguous territory may be
expected to resume production as
soon as the market revives. The
mining of coal in the northern
part of the Swatow district per-
fected progressed on account of
high prices and inadequate
supplies of the imported article.
Mining was carried on by native
methods, and was chiefly con-
fined to surface workings. The
product is a very hard dust coal.
It is used in briquet form in some
native industries, and mixed with
rice husk in others. Other
mineral deposits are known to
exist, but no development of them
has yet occurred. A number of
American light plants have been
sold in this district during the
year, most of which are being
operated on a commercial basis
at a charge of 64 to 96 cents per
lamp. Their small cost especially
appeals to the Chinese, with whom
electric lighting has become very
popular, and during the next few
years considerable development
along this line should occur.
Consul M. S. Myers.

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MARRIAGE.

COWAN—DRAKE.—At St. John's Cathedral on 10th May, 1920, Captain Peter H. Cowan, s.s. "Kanchow," to Miss Patricia M. I. Drake, youngest daughter of S. A. Drake Esq., The Charters, St. Breock, Cornwall.

ACKNOWLEDGMENT.

Mrs. E. E. da Silva and family beg to tender their heartfelt thanks to those who sent wreaths and condolences in their recent sad bereavement, and also to those who attended the funeral.

DEATH.

LEASK.—At Ayrshire, N.B., on the 8th inst., Euphemia Langhton, widow of the late Henry Leask, aged 85 years.

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 11, 1920.

WARSHIP TYPES.

Hongkong, as a naval station, is concerned in the question of warship development, and many must have read with interest the telegram to hand yesterday in which Admiral Beatty made a strong plea for the retention of the capital ship. Since the war we have heard a great deal about warship types. There have been strong advocates both of undersea craft and of surface ships, whilst, as Lord Beatty put it, some critics have even been pleading for ships that can disappear under the surface one minute and be lost in the clouds the next. This latter idea is very attractive and it may yet prove to emerge from the realm of imagination into the sphere of actuality. But that is looking far ahead. Lord Beatty says—and his opinion is worthy of all respect—that the capital ship is the unit upon which the seapower of the Empire must still be built. To take the place of the capital ship, says this expert, critics have devised nothing outside "a few windy paragraphs in the newspapers." That is very neatly put. Perhaps we shall now have some of these critics attempting to get their own back, and we may even see a renewal of the controversy on this question of warship types.

Quite recently, there was put into commission the Hood, the finest warship afloat to-day. The question has been raised whether she will be the last big ship constructed for the British Navy or whether she is merely the parent of a new race of sea mastodons. Time will tell, but, at any rate, this magnificent fighting vessel is a remarkable tribute to the modern warship designer, and is an illustration of what can be achieved by going to a large size. The task which had to be carried out by those responsible for the design was an immensely difficult one. The desire was to evolve a warship which, while possessing the speed of the fastest battle-cruisers, should have good under-water protection against torpedoes, and at the same time possess the armament and armour protection of a first-class battleship. The seeming miracle has been accomplished, but the ship has cost six millions to build, and there will be many to doubt if she is worth it. If the Hood be compared with the Queen Elizabeth it will be found that with the same armament as that famous vessel and somewhat heavier armour, the Hood has six knots higher speed. In other words the speed is nearly that of the Renown and Repulse, which were built for speed, while the armour protection is twice as effective, and the Hood carries eight 15-inch guns against six. No better tribute to the soundness of the design could be found than the fact that the United States Navy Board has elected to modify the original plans of the new battle-cruisers to correspond with those of the Hood.

The whole question of the big surface ship is, as we say, now a matter of acute controversy. The First Lord of the Admiralty has defended it in the House of Commons, and Sir Eustace D'Eyncourt justifies its continued existence. The need for improved types of submarines is not overlooked, but experts say that it is not possible to design a warship which would have the power of submersibility, which on the same displacement and cost could approach the Hood in fighting qualities. If the big surface warship can be efficiently protected from attack by submarines or aircraft—and expert naval opinion believes that this can be done—the surface ship is an infinitely superior vessel to the submersible battleship. A watchful eye will no doubt be kept on developments both in aircraft and submersible ships but for the time being the high-speed, heavily-armed and armoured surface warship is generally regarded as the most efficient fighting unit which can be obtained. In H.M.S. Hood we have the best of the kind which has yet been designed and constructed, and we may count upon it that whatever design of warship may be the best under the conditions which exist at any particular time, the newest and best of the class will always be included in the British Navy.

NOTES & COMMENTS.

DANGEROUS ROADS.

It is quite a commonplace to hear people in Hongkong boasting about the Colony's roads and, after all, it is but natural that they should, when one looks at the physical difficulties that have been overcome in this respect. As regards design and lay-out they are not to be excelled anywhere in the Far East and the scenic beauty of them has been rightly praised. But besides being beautiful a road should be serviceable—it is not much use otherwise. And in this connection the attention of the Public Works Department might rightly be called to the new road from Kowloon to Castle Peak—in fact to the condition of the majority of the roads running round the New Territory. It was our very unpleasant duty yesterday to record a nasty accident that might have had very much more serious consequences—an accident that was caused solely because of the dangerously soft material with which the top of the road is made up. The writer took a run out to Castle Peak on Saturday and found that the whole of the road beyond Laichikok had been very materially damaged by the heavy rains of the preceding week. In places the entire surfacing was washed away and in others there were holes and ruts that constituted a real danger, especially for motorcyclists. Even parts of the road had slipped down embankments because there was no sufficiently binding material on top. And the noticeable thing was that two small parties of road workers were engaged in putting down precisely the same soft kind of material that had been removed. It only needs another heavy fall of rain for the road to be in precisely the same bad condition. The road from Tai Po to Shatin is a positive disgrace as regards its surfacing and is extremely dangerous to use. On the island, too, there are patches where a similar state of things can be seen.

A SUGGESTION.
Let us state straight away that we know little or nothing about the technical side of road-making, but we do know that a soft unmetalled road is absolutely unfitted for the conditions that prevail here. By reason of the many turnings and windings and the very frequent use of embankments and cuttings it is essential that the roads should be good and hard; otherwise accidents will be the rule instead of the exception. Let all admit that the roads here are primarily pleasure roads and that there is no dire urgency as to their use. Following heavy rains, could not our P. W. D. be empowered to prohibit traffic at least until the road had regained some reasonable solidity? We realise that it would be an expensive business to embark upon the complete metalling and tarring of all the roads—especially the many miles on the mainland, but that should be the ultimate aim of our road makers. Not until that is done shall we have roads that will afford safe travelling in all weathers. This is really a serious matter, as is proved by Sunday's accident—a happening that was due solely to the bad condition of the road.

BRITAIN'S REVIVING TRADE.
It must have been gratifying to all who took sufficient interest to read to learn that there had been such marked improvement in the Home trade returns for April, both imports and exports showing large increases as compared with twelve months ago. The details that Reuters supplied us with were perhaps more interesting than the main fact, for they revealed that Britain is coming into her own again as a great manufacturing centre. The cable stated that "the increased imports were chiefly in raw materials, notably in raw cotton, whilst the increased exports included over £40,000,000 of articles wholly or mainly manufactured. Then followed a list of principal items showing that in the needed manufactures of the day Britain is taking a very worthy place. It has to be admitted that imports are still some way ahead of exports, but the disparity in the figures has been greatly reduced to what it was this time last year. Such returns as these clearly indicate that, given an immunity from distracting labour disturbances, and a period of steady application to production, Britain will soon be in her old position of the world's greatest workshop. Certain it is that nothing will conduce more to her eventual benefit than an endeavour on the part of all classes to wipe off the great external debts that the war forced

DAY BY DAY.

MANY PEOPLE PROPEL TO DESPISE WHAT THEY INWARDLY ENVY.

The naval authorities notify for public information that a considerable quantity of naval cordite will be burnt on Stonecutter's Island this evening and Thursday evening commencing about 6 p.m. (weather permitting).

Mr. C. E. W. Ricou returned to the Colony this morning from the North by the P. & O. More. We understand that he has been successful in securing from the Peking Government the required support for an aviation service from Hongkong to Shanghai.

A smuggler of silver coins today, at the Police Court, advanced the frightful plea that he would be murdered by his friends in the country were the money, which belonged to them, not returned. He failed to melt the heart of the Magistrate, the coins being ordered to be confiscated.

The local agents of the P. and O. S. N. Co. have been advised that subscription for shares in the new P. and O. Banking Corporation closes in London on or before 12th May. The capital of the concern is to be £5,000,000, in £10 shares, the present issue being 250,000 shares at £10 2s. 6d.

A meeting of the Artillery Company of the Hongkong Volunteer Defence Corps was held at Headquarters last evening when the following were elected officers and non-commissioned officers—Lieut. McCann, Sergt. Greenhill, Corporals M. L. Railton and J. L. Mac-Pherson, and Bombardiers Purvis and Rouse.

Last week's health returns show three cases of cerebro-spinal fever (one fatal), two of plague (both fatal), one fatal occurrence of small-pox and one non-fatal case of diphtheria. The sufferer in the last-named was a Britisher; the rest Chinese. There were eight deaths from influenza—one Pole and the rest Chinese.

J. Farquhar, who had been remanded on a charge of defrauding the Hongkong Hotel Company in the matter of a few dollars' worth of drinks, did not appear in Court this morning in response to the charge. His bail of \$10 was exonerated, and from this amount \$2.20 was deducted in payment to the Hotel for the amount of the drinks which the defendant and his friends consumed.

An extraordinary meeting of the members of the Royal Hongkong Golf Club was held at the City Hall last evening for the purpose of considering the financial position of the Club. There was a record attendance and Mr. G. M. Young (the President) occupied the chair. The meeting lasted for close on two hours. A report of the proceedings, which were private, is to be supplied to the Press later.

Mr. J. R. Crees, acting assistant cashier at the Naval Yard, was last night presented by his colleagues of the clerical staff on the occasion of his retirement on pension with a massive silver rosebowl, as a token of their esteem. Mr. Crees has given lifelong service to the Admiralty and has been in Hongkong for about eleven years. During the war he filled the position of acting assistant cashier. He leaves with Mrs. Crees and Miss Crees by the s.s. Nore on Wednesday and intends settling down in Gillingham, Kent.

THE UNIVERSITY.

We understand that a Commission will shortly be appointed by His Excellency the Governor, Sir Edward Stubbs, to enquire and report generally regarding the financial position of the University of Hongkong. The members of the Commission will be announced very shortly.

COMMISSION TO ENQUIRE INTO FINANCES.

her to contract. Her currency is still appreciating in the markets of the world and there can be no surer barometer of a country's prosperity. There seems little need to worry about Great Britain if the people in it will only keep an eye on essentials.

AN ISLANDER'S DIARY.

(BY "AJAX.")

"Fine steady weather!" old Scotch farmers say to one another sarcastically during a spell of unusually wet weather that does not suit them, and I might very well apply this term to the weather we have experienced throughout last week. We cannot delude ourselves any longer. We are out of the cold weather and getting quickly into the warm.

Within a few days the Praya East Reclamation Scheme will be put into execution. The meeting of the marine lot-holders held last week, and over which Sir Paul Chater presided, was a particularly interesting one, in more than one respect. The scheme's main object is to relieve the existing congestion. The Wan-chai district, by its distance from the business and banking centre, handicapped as it is by the large intervening area taken by the Naval Dockyard, is precluded from becoming under present conditions a European business locality and consequently must depend entirely for its development upon the Chinese and Japanese smaller concerns and the working classes. That it is not a popular district with the latter is evidenced by the westward trend to be daily witnessed of the hundreds of workers in the Dockyard as they leave their work. The correspondence read at the meeting of the lot-holders by Mr. Northcott, relative to the objections of Sir Paul Chater which were addressed to the Government, smacked of an attempt to get the greatest possible advantage for the holders. The Government had very rightly paid little heed to the objections, and very rightly wrote telling Sir Paul Chater that if the lot-holders were not prepared to accept the terms as laid down in their communication the Government themselves would proceed with the work. Hear Sir Paul speak—"The Government's proposal to further increase the cost to the lot-owners by the imposition of a premium of 25 cents per square foot on all land to be acquired by them (making \$1.75 cents per square foot) brings the total cost, when completed, to such a figure as to be, in my opinion, prohibitive to the whole scheme." A Daniel come to judgment. Land in the vicinity of the area that are to be reclaimed by the Government costs to-day at least \$5.00 a square foot, and yet Sir Paul Chater presumes to tell the authorities that a levy of \$1.75 is prohibitive! That opinion was only shared by Sir Paul, and not the lot holders for they, without a moment's hesitation, consented to embrace the offer of the Government. Sir Paul Chater's plea made to the Government that they must make the burden of reclamation as light as possible to the lot-owners, by waving all premium, fell on silent ears, and the authorities very rightly gave no consideration to his suggestions and objections.

British business men in Hongkong who have a dash of statesmanship in them and are ready to take an active part in public life are few in the Colony. One of these few is the Hon. Mr. P. H. Holyoak, who, I am glad to notice, has been appointed to take the place of Sir Paul Chater on the Executive Council. Mr. Holyoak has all the breadth of view that comes from a long commercial career. As a public man Mr. Holyoak's qualities are solid rather than brilliant. His head is not always screwed on right, as the saying goes, nor does he always appreciate to the full the value of moderation. He is the "arm and burgonet" of Hongkong life and commerce. At certain times he has been the modern counter-part of Cato of Utica, a noble Roman truly, but a character of several disconcerting limitations. Granting his sincerity, his high purpose, and his integrity it is easier to admire than to love him. It may be truly said of him as of his friend, Mr. Pollock, that in politics he has been a typical doctrinaire, abhorring compromise, and absolutely blind to the fact that his ideal is often a hopeless anachronism. I refer particularly to his association with the C.R.A. scheme of reforms. I admire Mr. Holyoak with all his limitations, but I must leave it to somebody else to love him. Perhaps, if that is because I think more of Julius Caesar than I do of Cato, in this connection I may say that I certainly would prefer notice from his life boys if he, in turn, claims the privilege of acknowledging them at a moment's notice.

Perhaps the most painful experience to the persons concerned is the present instance of two concerns having to give up business solely because they have received notice to quit and are unable to secure new quarters. Miss Fairall was almost in tears when a representative of the Telegraph saw her yesterday. Her shop and that of Mr. Samuel Greenfield are to exist no more at the end of this month, when, in accordance with the notice which has been served on them by their landlords, Messrs. Jardine, Matheson and Co., they are to move out. I can only say that it is unfair that they should order me out after I have been here for so many years. Miss Fairall said to our representative, and that was all she was able to say.

Mr. Samuel Greenfield was likewise indignant. He did not in the least live up to his famous motto of "Do Be Chaffin'." Mr. Greenfield said that the notice that had been served on him would expire at the end of this month, and as he was unable to secure quarters "for love or money" there was no other course for him to follow than to give up the business which he has built up during the past fourteen years. Paying what he considers as an unduly big rental, and having been in occupation of the building since its erection, Mr. Greenfield is indignant at having received notice to quit the building within two months. He stated that he had been hunting round the central quarter of the town for a site for his new shop, but extending his investigations into the Chinese portion he was unable to accomplish his object.

to Sir Paul Chater. I am certain that this predilection is shared by hundreds of others in the Colony. Sir Paul has very vast interests in Hongkong. Mr. Holyoak has not so many diversified interests, and I am certain that his opinion and advice will be as useful as Sir Paul Chater's, and equally as disinterested, to put it mildly.

Mr. Irving's appointment as a Member of the Legislative Council calls for little comment. As an educationist he is not esteemed by many, who regard him as a mere doctrinaire.

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NOTICE TO QUIT.

MR. GREENFIELD FINDS IT HARD TO "BE CHAIRFUL."

The question of extending the business quarter of the city to keep pace with increasing requirements of the Colony is one which should receive the immediate attention of the Government. From being merely a topic of discussion for local politicians, the subject has become pressing in view of certain incidents, which have demonstrated conclusively the need of such relief in office and business accommodation.

Reports have appeared from time to time in the Telegraph how this housing problem has to be faced by various firms which have to remove from their quarters in consequence of notices served on them by owners.

In the case of the Hongkong and Shanghai Bank, it was for the purpose of extending their business quarters, that the building adjacent to the Bank Building, which used to accommodate Messrs. Alex. Ross and other firms, was taken back. In other instances, buildings have been demolished for the erection of new structures for business and other purposes. But in every case the tenants have had more or less difficulty in their quest for new quarters. Lately, a number of firms have had to seek other premises for their offices, and a make-shift arrangement had to be come to. Without the prospect of getting better accommodation, they had to seek shelter for the time being in the old Supreme Court building, notwithstanding the fact that the previous tenants of this building had quitted their late quarters in a hurry in view of the Government decision to put up this structure, together with the old Post Office, for auction.

Perhaps the most painful experience to the persons concerned is the present instance of two concerns having to give up business solely because they have received notice to quit and are unable to secure new quarters. Miss Fairall was almost in tears when a representative of the Telegraph saw her yesterday. Her shop and that of Mr. Samuel Greenfield are to exist no more at the end of this month, when, in accordance with the notice which has been served on them by their landlords, Messrs. Jardine, Matheson and Co., they are to move out. I can only say that it is unfair that they should order me out after I have been here for so many years. Miss Fairall said to our representative, and that was all she was able to say.

Mr. Samuel Greenfield was likewise indignant. He did not in the least live up to his famous motto of "Do Be Chaffin'." Mr. Greenfield said that the notice that had been served on him would expire at the end of this month, and as he was unable to secure quarters "for love or money" there was no other course for him to follow than to give up the business which he has built up during the past fourteen years. Paying what he considers as an unduly big rental, and having been in occupation of the building since its erection, Mr. Greenfield is indignant at having received notice to quit the building within two months. He stated that he had been hunting round the central quarter of the town for a site for his new shop, but extending his investigations into the Chinese portion he was unable to accomplish his object.

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Mr. Holyoak with all his limitations, but I must leave it to somebody else to love him. Perhaps, if that is because I think more of Julius Caesar than I do of Cato, in this connection I may say that I certainly would prefer notice from his life boys if he, in turn, claims the privilege of acknowledging them at a moment's notice.

TO-DAY'S MISCELLANY.

Mr. George J. Scott has obtained, at an age a little past fifty, the great post of Treasurer of the Bank of Scotland. Less than a year has passed since he was appointed general manager of the Union Bank of Scotland, and now comes this higher honour. Mr. Scott has the literary tastes appropriate to his name, and he has published privately a very pleasant volume of essays, *To the Bankers' Magazine*. He has often contributed articles. He is an out-and-out admirer of the great Sir Walter, and his youngest son bears the Wizard's name.

Sir William Robertson's promotion to the rank of Field Marshal makes him the first British soldier to accomplish a feat which was easier in Napoleon's armies. Not a few of the Emperor's marshals had worn a knapsack, but Sir William is the only man who, entering the ranks as a private, has won a baton. He became a full General as recently as 1916, and there are none on the list senior to him. During or since the war there have already been seven Field Marshals created, but of these the Emperor of Japan and Marshal Foch figure in an honorary capacity.

The honorary statistician of the British Anti-Tobacco League estimates that the national tobacco bill for 1919 amounted to £181,169,000. On the basis of the present Customs and Excise duties about half of that represents revenue. Smokers at least have the satisfaction that they are paying the interest on a very considerable proportion of the National Debt, and that every cigar or pipe or cigarette they light with a match is making a double contribution to the Exchequer. The consumption of tobacco per head of the population is steadily increasing, a fact which will cause no surprise to the student of contemporary habits.

The Duke of Atholl, who is to be Lord High Commissioner of General Assembly of the Scottish Church this summer, will hold a semi-regal court in Edinburgh during the sittings of the assembly. For the occasion he is the direct representative of the King, and a very great personage in Scotland accordingly. The duke is head of the great Stewart Murray clan, and was well known in the House of Commons as Lord Tullibardine, formerly an officer of the Blues and one of the great pillars of the Yeomanry movement in Scotland. Among his titles is that of Baron Percy, which came to his father from the death of his great uncle, the fourth Duke of Northumberland.

A statue to the memory of Sir George White, the defender of Ladysmith, is at last to make its appearance, and "keep silent watch and ward" on Horse Guards Avenue. The work has unavoidably been delayed, for the Field Marshal died nearly eight years ago. So a little speeding up has been applied, with the result that it will be ready just a trifle earlier than the date given. Unveiling was to take place on July 6, which is the anniversary of White's birth; then the ceremony was advanced to June 24, his death-day. Now, the bronze being actually in the casting, it is possible that the public event at which old South African comrades will be present, may take place even earlier.

So many "historic" buildings are in the market that it is difficult to keep count of them. Medmenham Abbey, on the Thames, above Marlow, deserves a passing notice, not because the Cistercian remains are particularly important, but because the house in which they are incorporated was once the home of the notorious "Hell Fire Club." John Wilkes, Charles Churchill, Babb Doddington, Lord Sandwich, and other eighteenth century politicians, used to assemble here. The motto of the club, "Fay ce que vouldras" (Do what you will) was borrowed from Rabelais, and its secret revels were supposed to be highly indecorous, a reputation which its members, judging from contemporary writings, seemed anxious to maintain.

"WOODEN WALLS" FOR SALE.
The Challenger and Helena, two of the old wooden walls of England, for long used by the river police at Chatham, are for sale; also the four cruisers Bacchante, Fox, Eurymachus and Astrea.

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GOODWILL IN INDUSTRY.

ADVICE TO SHIPBUILDERS.

The spring meeting of the Institution of Naval Architects was resumed recently at the Royal Society of Arts, with Lord Durham (the president) in the chair.

Sir Alfred Yarrow (vice-president) opened a discussion on our economic position as a shipbuilding country. He deprecated emigration, which cost this country about £40,000,000 annually. The only way to reduce this drain on the country was to do the utmost to increase our trade, so that people might find here profitable employment. Following the example of the United States and Germany, an attempt was now being made by the Government to encourage the application of scientific research to industries, and there could be no doubt that it would benefit the shipbuilding industry if more scientific men were introduced into private establishments. He thought that nothing would be so seriously accomplished to remedy this deficiency until science was more generally taught in our schools, and to ensure this a greater number of the headmasters must be drawn from men trained in science rather than from those trained in classics.

Our shipbuilding industry, said Sir A. Yarrow, depended on our shipbuilders being able to produce ships cheaper than our competitors, on our keeping well to the front in naval architecture, which was greatly dependent upon scientific research, and on our having in view that among our present competitors are the United States and Japan (and later on, Germany), where the most up-to-date equipment was to be found in their shipyards and engine works. We must therefore adopt the most modern machines, and, where old ones existed which were costly to work, take Lord Fisher's advice and "scrap the lot."

Further, continued Sir A. Yarrow, "I think many firms might take more interest in the welfare of those in their employ, and by extending more human sympathy towards them in their daily business life inspire mutual confidence. This, I believe, is mainly to be obtained by personal intercourse between employers and employees and it rests with the former to secure this end."

I would once more call attention to the heavy responsibility that rests upon those who make arbitrary restrictions on labour, which restrain our artisans from doing their very best, by insisting on arbitrary lines of demarcation, or by reducing output, or by preventing those who can and are anxious to work both men and women—from so doing, and thus render it impossible in the future for our shipbuilders to face foreign competition.

"In face of these facts, for anyone to imagine that by limiting output we are adding to our prosperity is inconceivable. This view I feel sure is not shared by the better-informed British working man, for the vast majority are men of intelligence, and when they come to a full realization that any slackness will not only imperil the nation, but will injure their fellow-workers, they will, I feel certain, respond to the demands made upon them."

Professor Dalby said that strikes were nearly always caused by misunderstanding. With more intercourse between principals and workmen and better understanding a great deal of our trouble would disappear.

Mr. W. H. Whiting (formerly of the Admiralty) advocated payment by results, and the prompt utilization of every mechanical invention. There ought to be some means of rapidly adjusting rates of remuneration which

would be just and at the same time bring about maximum production. It would be a proper thing for the Government to institute a conference between employers and employees, which should lay down certain general principles.

THE WORKMAN'S STANDPOINT.

Mr. Lynn (a Glasgow ship steward, who was invited by the chairman to address the meeting from a workman's point of view, said he would try to express what was in the mind of the thinking workman. He (the speaker) was "in the camp of the enemy." (Laughter.) Some employers objected to being classed as non-working people. That was a move in the right direction. The employer was advancing and so was the workman, but the worker's real trouble was that he did not get into close contact with his employer. The conclusion he had come to after listening to the paper and the discussion was: "You fellows are not such a bad lot after all." (Laughter.) The thinking individual in the workshop wanted to get near his employer. The owners of dogs were known to the police by a number on their collars. Workers dropped their name and received a number; and if they spoke to any individual in authority their name was not known but their number was.

The workers wanted to realize that they were necessary in a factory for more than production—for the benefit of the business and the general welfare of the State. It gave him great pleasure to know that at least some of the employers were concerned at the present unsatisfactory state of affairs. Being employed in the shipbuilding industry, and as chairman of the Shop Stewards' Committee, he took a keen interest in affairs connected with the workshop and in his opinion we were up against one of the most critical periods in the history of the world. Not only was the industry of the State in danger, but the very existence of the white race was in danger, and in his opinion the Constitution could not be saved by force of arms. The danger could only be averted by employers and employees coming together, thus realizing their responsibility to each other and to the State. In his opinion the sole cause of this crisis was the lack of confidence which undoubtedly existed between employers and employees.

Many employers looked upon employees as nothing more than a means of making profit; and in turn the average employee looked upon his employer as an individual not to be trusted, so the one was ready at all times to thwart the other when an opportunity arose. Some employers, he had no doubt, were really tired of this ruinous system and would gladly welcome a better state of affairs. This could only be brought about by both parties coming into personal contact with one another, and the worker must not be known by a number as a productive piece of machinery. He wanted to have a higher ideal and to feel that his employer had a higher ideal in view for him. He must realize that he was an interested individual, and should be taken into consideration in the industry in which he was engaged.

TRADE UNION DANGERS.

Any system, said Mr. Lynn, which hampered healthy competition and ambition was dangerous to the life of the State, and in his opinion the existing organizations on both sides did that. Trade unions should be used for the purpose of protecting the standard of living, and the affairs of the workshop should be controlled by the workshop committee and the employer and employees directly concerned. Employers should encourage and

HOW TO LIVE LONGER.

AVOID DEPRESSION AND EXCITEMENT.

A medical correspondent writes in the Daily News:—The natural desire to prolong healthy human life as long as possible has always been the dream of savants (writes a medical correspondent). Bearing upon the startling announcement recently made by Dr. Eugene Fisk, of the New York Life Extension, and reported in the Times, that the postponement of middle age and the doubling, and even tripling, of the ordinary span of life was not a fantastic idea, it may be stated that, theoretically, the human machine should last considerably longer than the proverbial three-score years and ten.

It was the opinion of the late Professor Metchnikoff that the germs of putrefaction normally present in the large intestine of man were responsible for his premature decay. Hence he conceived the idea of counteracting their baneful influence by the ingestion of sour milk, containing the Bulgarian strain of the lactic acid bacillus. A few years ago, the sour milk treatment had a great vogue, and even now, the lactic and cheese is eagerly sought after by followers of this cult.

Then again, the famous dictum of the late Sir William Osler that a man is "as old as his arteries" supplies another link in the effort of science to fight against the downward tendency of the living cells.

The arteries should retain their suppleness and elasticity well on into old age, but the stress and strain of modern life, especially nervous worries and undue excitement, tend to make them hard and brittle. In the latter state, they are unable to assist the natural blood-flow to the tissues, which are, therefore, gradually deprived of their proper nourishment.

By the careful avoidance of excess of all kinds, and of depressing emotions, it is quite possible to resist the "cumulative effect of antagonistic conditions"—to quote Dr. Eisk—and so to prolong life.

invite shop committees to meet them, and he asked those present to think this matter over. The shop committees should meet once a fortnight or oftener if convenient, and the employer should invite his manager, and, if possible, his leading foreman, to be present. Grievances should be discussed and suggestions made as to the best method of carrying on the work in the various departments. He believed employers lost much valuable information through the bad practice of keeping as much hidden from "the Governor" as possible; and he thought the suggestions he had made, if adopted, would remedy this state of things.

He did not agree with those people who thought the right thing was to produce as little as possible. Such a doctrine would always recoil upon the workers with disastrous results. He fully appreciated the fact that many employers worked long hours under great mental strain, but many of the workers could not realize it. How could they? They knew nothing about their employers; perhaps never saw them. All this, he believed, could be remedied by employers and employees coming more into contact with one another.

In concluding, Mr. Lynn said there was undoubtedly growing in the workshops a sentiment in favour of what was known as direct action. He was sorry when he saw any departure from the constitutional method of agitating for reform; but, on the other hand, they must remember that when vested interests were stubborn, there was great danger. He wanted to say, and to emphasize it, that there was nothing dangerously wrong in the workshop to-day; but the parties concerned must come together (Cheers).

APPEAL TO REASON.

Colonel Smith Park said that all his life he had been connected with a large industry, and employers had always had a most earnest desire to do well for their workers. If the views expressed by Mr. Lynn were more generally displayed by the representatives of working men there would be far fewer differences between employers and employees. There would not be the same danger of strikes. Very often strikes were brought about by threats by trade unions. He would say to the workers—drop this system of threats and intimidation, and confine themselves more to reason

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and argument; and they would find employers generally reasonable people to deal with, and anxious to do well for their workmen.

Mr. Martiner remarked that there was nothing which paid an owner better, as regarded his own personal happiness, and those associated with him, than to spend an hour or two each day in his factory, and conversing with individual men, and not through foremen or shop-committees.

Mr. D. W. Caddick thought it was to their interests to keep prices as high as possible; otherwise, unless they had very greatly increased production, we should not be able to pay our way as a nation.

Mr. Logan (shop steward), supporting generally the views of Mr. Lynn, remarked that until they had good will and co-operation between employers and employees it would be futile to attempt to increase production. Most of the strikes could be avoided if the two parties met together in a sincere spirit.

The Chairman, in closing the discussion, characterized the speeches of the shop stewards as being sympathetic.

WATER RETURN.

Level and Storage of water in Reservoirs on May 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

| | 1919 | 1920 |
|----------------|-------|-------|
| City Reservoir | 121.1 | 121.1 |
| Hill Reservoir | 121.1 | 121.1 |
| City Reservoir | 121.1 | 121.1 |
| Hill Reservoir | 121.1 | 121.1 |
| City Reservoir | 121.1 | 121.1 |
| Hill Reservoir | 121.1 | 121.1 |

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

| | 1919 | 1920 |
|----------------|-------|-------|
| City Reservoir | 121.1 | 121.1 |
| Hill Reservoir | 121.1 | 121.1 |
| City Reservoir | 121.1 | 121.1 |
| Hill Reservoir | 121.1 | 121.1 |
| City Reservoir | 121.1 | 121.1 |
| Hill Reservoir | 121.1 | 121.1 |

Consumption of water in the City and Hill Districts in millions of gallons during the month of April 1920.

KOWLOON WATERWORKS LEVEL.

| | 1919 | 1920 |
|-------------------|-------|-------|
| Kowloon Reservoir | 121.1 | 121.1 |
| Kowloon Reservoir | 121.1 | 121.1 |
| Kowloon Reservoir | 121.1 | 121.1 |
| Kowloon Reservoir | 121.1 | 121.1 |

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

| | 1919 | 1920 |
|-------------------|-------|-------|
| Kowloon Reservoir | 121.1 | 121.1 |
| Kowloon Reservoir | 121.1 | 121.1 |
| Kowloon Reservoir | 121.1 | 121.1 |
| Kowloon Reservoir | 121.1 | 121.1 |

Consumption of water in Kowloon in millions of gallons during the month of April 1920.

The Government Analyst's reports show that the water is excellent quality.

W. CHATHAM.
Water Authority.

O.B.E. MEDAL FORFEITED.

The King has directed that the award of the medal of the Civil Division of the Order of the British Empire to John Dudley Carruthers, late Company Quartermaster-Sergeant, Royal Engineers, which was gazetted on June 3, 1918, shall be cancelled and annulled, and his name erased from the register, he having been convicted and sentenced to imprisonment with hard labour by Civil power.

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|------------|----------------------|------------|
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| | DRAWERS, KNEE LENGTH | \$2.50 ea. |
| QUAL. 1010 | VESTS | \$3.00 ea. |
| | DRAWERS | \$3.00 ea. |
| QUAL. 1089 | VESTS | \$4.75 ea. |
| | DRAWERS | \$4.75 ea. |

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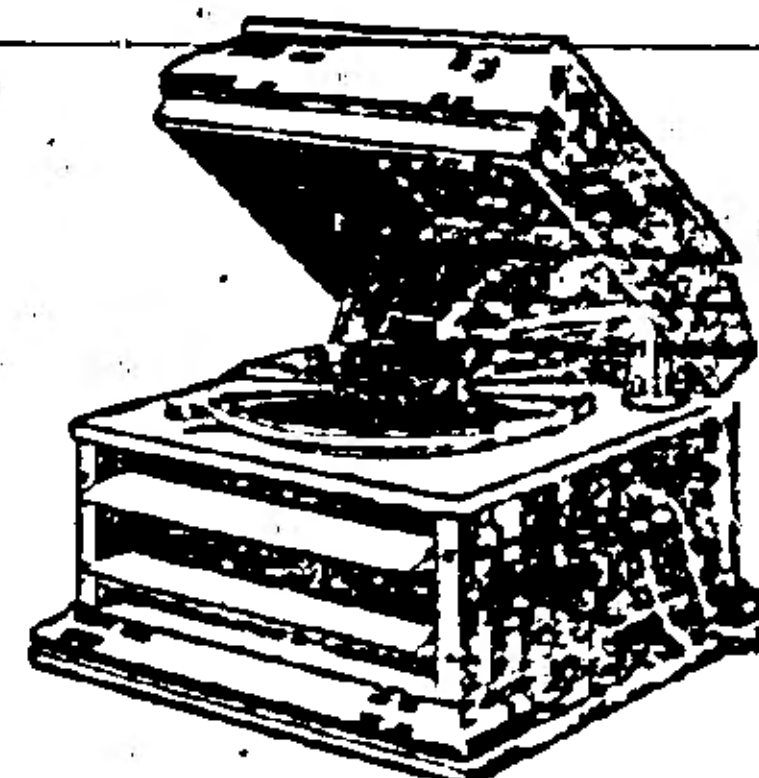
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| Empress of Asia | June 3 | June 21 |
| Monteagle | June 8 | July 2 |
| Empress of Russia | July 1 | July 19 |
| Empress of Japan | July 20 | Aug. 10 |
| Empress of Asia | July 29 | Aug. 16 |
| Monteagle | Aug. 12 | Sept. 5 |
| Empress of Russia | Aug. 26 | Sept. 13 |
| Empress of Japan | Sept. 14 | Oct. 3 |
| Empress of Asia | Sept. 23 | Oct. 11 |
| Monteagle | Oct. 21 | Nov. 8 |
| Empress of Russia | Oct. 26 | Nov. 19 |
| Empress of Japan | Nov. 9 | Nov. 30 |
| Empress of Asia | Nov. 18 | Dec. 6 |
| Empress of Russia | Dec. 15 | Jan. 3 |

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|----------------------|-------------|---------|
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| Lake Fielding | P. M. Co. | May 13 |
| Muttra | P. & O. | May 14 |
| Edmore | A. L. | May 14 |
| Luzon | O. S. K. | May 15 |
| Bolton Castle | D. & Co. | May 15 |
| Sannki M. | N. Y. K. | May 15 |
| Persian P. | S. T. Co. | May 17 |
| C. of Colombo | B. L. | May 17 |
| Mishima M. | N. Y. K. | May 18 |
| Aki M. | N. Y. K. | May 19 |
| Kazembe | B. L. | May 20 |
| Delight | F. W. Co. | May 20 |
| Africa M. | O. S. K. | May 22 |
| China | C. M. Co. | May 23 |
| Taiyuen | R. & S. | May 24 |
| Eurymachus | B. L. | May 25 |
| West Hymrod | S. & D. | May 25 |
| Eastern | P. & O. | May 25 |
| Beasia D. | R. D. Co. | May 26 |
| E. of Japan | C. P. O. S. | May 26 |
| Panama M. | O. S. K. | May 26 |
| Toyooka M. | N. Y. K. | May 26 |
| Kamakura M. | N. Y. K. | May 26 |
| Tenyo M. | T. K. K. | May 27 |
| Howick Hall | A. L. | May 27 |
| Vinita | L. A. Co. | May 27 |
| Sado M. | N. Y. K. | May 28 |
| West Hymrod | R. D. Co. | May 28 |
| West Conob | P. M. Co. | June 1 |
| Uppan | O. S. K. | June 1 |
| West Jappa | F. W. Co. | June 1 |
| Nanking | C. M. Co. | June 2 |
| E. of Asia | C. P. O. S. | June 3 |
| Mitsuki M. | O. S. K. | June 7 |
| Crosskeys | A. L. | June 10 |
| Telemachus | B. L. | June 10 |
| Kitano M. | N. Y. K. | June 11 |
| West Hymrod | L. A. Co. | June 12 |
| Korea M. | T. K. K. | June 14 |
| Tsushima M. | N. Y. K. | June 14 |
| Tanama M. | O. S. K. | June 15 |
| Fushimi M. | N. Y. K. | June 15 |
| Montague | A. L. | June 15 |
| Chicago M. | O. S. K. | June 15 |
| Shinyo M. | T. K. K. | June 17 |
| Siberia M. | T. K. K. | June 18 |
| Nile | C. M. Co. | June 19 |
| Waban | A. L. | June 23 |
| Tango M. | N. Y. K. | June 23 |
| Iconium | A. L. | June 26 |

| JAPAN, COAST PORTS, ETC. | | |
|--------------------------|-------------|---------|
| Tenshin M. | N. Y. K. | May 11 |
| Suiyang | B. & S. | May 11 |
| Uppan | O. S. K. | May 11 |
| Cheong | B. & S. | May 11 |
| A. Apear | P. & O. | May 12 |
| Ningpo | B. & S. | May 12 |
| Hopsang | J. M. Co. | May 13 |
| Sinkiang | B. & S. | May 13 |
| Chipsing | J. M. Co. | May 14 |
| Chaksang | J. M. Co. | May 14 |
| Hailong | D. L. Co. | May 14 |
| Loongsang | J. M. Co. | May 14 |
| Siam M. | O. S. K. | May 14 |
| Tikini | J. C. J. L. | May 15 |
| Teau | B. & S. | May 15 |
| Huichow | B. & S. | May 15 |
| Hapsang | J. M. Co. | May 15 |
| Tatsuno M. | N. Y. K. | May 16 |
| Nellere | P. & O. | May 16 |
| Laisang | J. M. Co. | May 16 |
| Kaijo M. | O. S. K. | May 16 |
| Kailong | B. & S. | May 16 |
| Choyssang | J. M. Co. | May 18 |
| Haihong | D. L. Co. | May 18 |
| Sosho M. | O. S. K. | May 20 |
| Tjialak | J. C. J. L. | May 21 |
| Inaba M. | N. Y. K. | May 22 |
| Sannki M. | N. Y. K. | May 24 |
| Taming | B. & S. | May 25 |
| Tango M. | N. Y. K. | May 25 |
| Hinsang | J. M. Co. | May 27 |
| Bombay M. | N. Y. K. | May 28 |
| Nikko M. | N. Y. K. | June 25 |

ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe).
"EMORE" ... About May 14
"CROSSKEYS" ... About June 10
"ICONIUM" ... June 15

For PORTLAND direct.
(Calling at Shanghai and Kobe).
"MONTAGUE" ... June 15th
"WABAN" ... June 20th
"ABERCOS" ... July 10th

Through Bills of Lading issued to OVERLAND COMMON PORTS.
FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE
Telephone 2477 & 2478 5th Floor, Hotel Mansions.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
EAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

| Steamer | Tons | Leave Hongkong |
|--------------|--------|--------------------------|
| TERVO MARU | 22,000 | 27th May |
| SIBERIA MARU | 20,000 | 13th June, from Yokohama |
| SHIRYO MARU | 22,000 | 17th June |
| PERSIA MARU | 20,000 | 30th July |
| KOREA MARU | 22,000 | 14th July |

* Unloading call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU
SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,
BALBOA, CALLAO, ARICA AND IQUIQUE.
HENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers. Tons. Leave Hongkong.
KIVO MARU 17,000 12th July.
SEIYO MARU 17,000 9th Nov.

Bills of Lading issued to all ports in Japan, U.S. and Canada.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to
Y. TSUTSUMI, Manager.
KING'S BUILDINGS.
Telephone Nos. 2574 & 2575.

SAN FRANCISCO.
U.S.S.B.
STEAMERS. SAILING DATE.
"WEST HEPBURN" MAY 25TH.

THE ROBERT DOLLAR CO.
Tel. 795 & 792 Gen. P. O. Bldg.
3rd Floor.

HONGKONG SINGAPORE **SAIGON SAMARANG**

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS
TO AND FROM
THE ABOVE NAMED PORTS
NEXT SAILING

U. S. S. B. "CADARETTA"
Sailing on 12th May.

Operated on behalf of U.S.S.B. Emergency Freight Corporation. Through B/L issued to any port or common point destination in America or Canada.
For particulars and bookings apply to:
THE ROBERT DOLLAR CO.
Tel. 792 RAY E. GUNN Gen. P. O. Bldg.
795 Manager.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU
"CHINA" "NANKING" "NILE"
May 23rd June 2nd June 19th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER. Freight and Passenger Agent.
Prince's Buildings, Ice House Street.
Telephone, Passenger Dept. 1934.
Telephone, Freight Dept. & Agents 2161.

THE ROBERT DOLLAR CO.
Tel. 792 RAY E. GUNN Gen. P. O. Bldg.
795 Manager.

FOR NEW YORK & BOSTON.
THE U. S. SHIPPING BOARD.

S.S. "DRYDEN"
ABOUT MAY 12TH.
Via PANAMA.

S.S. "WYTHEVILLE"
ABOUT JUNE 29TH.
Via PANAMA.

For freight space and particulars apply to:-
BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE
Telephone 2477 & 2478 AGENTS. 5th floor Hotel Mansions.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai, China, Manila, P.I., Saigon, Kobe, Japan and Hongkong.
Operating the following Far Eastern services for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.
For San Francisco.
"WEST HIMROD" 25th May.

ALSO
Amalgamated with
Commodore Shipping Co. New York.
Green Star Line. New York.


Operating Baltimore via Panama service to the Far East.
Arrivals and sailings to be announced later.
Through rates quoted and through B/Ls issued to all overland points in U.S. and Canada.
Tel. 3008.

HONGKONG OFFICE: 1ST FLOOR, POWELL'S BUILDING.

THE HONGKONG & WHAMPOA DOCK CO., LTD.
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1: A.B.C. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Maste Electricians



S.S. "WA? BOM ER," 8,240 tons D.W.; 3,195 tons gross
Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government,
Address Enquiries to the Chief Manager
R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

For Boston & New York.
PRINCE LINE FAR EAST SERVICE.

FOR BOSTON & NEW YORK.
"PERSIAN PRINCE" VIA SUEZ CANAL 2nd Half May.
FOR NEW YORK.
"SLAVIC PRINCE" VIA PANAMA CANAL 2nd Half June.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.
For freight and further particulars, apply to
SHEWAN TOMES & CO.
Agents.

LOS ANGELES PACIFIC NAVIGATION CO.
TRANS PACIFIC FREIGHT SERVICE.
HONGKONG
TO
LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing for Los Angeles About
S.S. VINITA May 25 S.S. VINITA May 27
S.S. WEST HIXON June 10 S.S. WEST HIXON June 12
S.S. WEST MONTOP July 10 S.S. WEST MONTOP July 12

Through Bills of Lading to all U.S. and CANADIAN OVERLAND PORTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: **HONGKONG OFFICE:**
LOS ANGELES, CALIF. Prince's Building, Chater Road.
BRANCH OFFICE: Telephone No. 1962.
Kobe, Shanghai, CHAS. E. RICHARDSON,
MANILA, SINGAPORE. General Agent for South China.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

SAILINGS PENINSULAR & ORIENTAL SAILINGS (South)

| S.S. | Tons | From Hong-kong (about) | Destination |
|--------|-------|------------------------|--------------------------|
| NORE | 6,700 | 12 May, noon | M'ss, L'don & Antwerp. |
| DUNERA | 5,400 | 15th May | S'pore, Colombo & B'bay. |

BRITISH INDIA-APCAR SAILINGS (South)

| S.S. | Tons | From Hong-kong (about) | Destination |
|--------|-------|------------------------|------------------------|
| ORNA | 4,700 | 12 May, 4 p.m. | Calcutta via Singapore |
| MUTTRA | 4,700 | 14th May | Penang & Rangoon. |

EASTERN & AUSTRALIAN SAILINGS (South)

| S.S. | Tons | From Hong-kong (about) | Destination |
|------------|-------|------------------------|--|
| EASTERN | 4,000 | 25th May | Sydney via Sandakan, Timor, Thursday Is., Cairns, Townsville & Brisbane. |
| ARRATON A. | 4,500 | 12 May, d'light | Shanghai and Kobe. |
| NELLORE | 7,000 | 16th May | Shanghai and Kobe. |

WIRELESS ON ALL STEAMERS.

Passenger Messing not more than 24 ft. X 11 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO. Agents.

22, Des Voeux Road Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) Sat., 22nd May, at 11 a.m.

FUSHIMI MARU (Calling Manila) Tues., 15th June, at 11 a.m.

TAMAJI MARU (Calling Manila) Wed., 30th May, at 11 a.m.

KATORI MARU (Calling Manila) Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

MISHIMA MARU (Calling Manila) Thursday, 20th May, at noon.

SADO MARU (Calling Manila) Friday, 28th May, at noon.

AMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOOKA MARU (Calling Manila) Wednesday, 26th May.

VERPOOL & MARSEILLES via S'pore, C'bo, Suez & Port Said.

KANAKURA MARU (Calling Manila) Friday, 28th May.

DNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

KAI MARU (Calling Manila) Wednesday, 26th May, at 11 a.m.

KANGO MARU (Calling Manila) Wednesday, 26th June, at 11 a.m.

YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TENSIN MARU (Calling Manila) Tuesday, 11th May.

KANAGAWA MARU (Calling Manila) Sunday, 23rd May.

BOMBAY MARU (Calling Manila) Friday, 28th May.

LCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU (Calling Manila) Sunday, 16th May.

SANUKI MARU (Calling Manila) Monday, 24th May.

YAN PORTS—Nagasaki, Kobe & Yokohama.

KANGO MARU (Calling Manila) Tuesday, 23rd May, at 11 a.m.

SIKKO MARU (Calling Manila) Friday, 25th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

INABA MARU (Calling Manila) Thursday, 20th May, at 11 a.m.

TUSHIMA MARU (Calling Manila) Sunday, 23rd May.

KAMO MARU (Calling Manila) Thursday, 3rd June, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

| Steamer | From | Expected on | Will leave on | For |
|----------|----------|-------------|---------------|-------|
| Tjikini | Makassar | in port | 15th May | Moj. |
| Tjisalak | Japan | 18th May | 21st May | Java. |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HAYRE MARU" (Calling Manila) Wednesday, 30th June.

CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Co.'s steamer.

"HIMALAYA MARU" (Calling Manila) Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"PANAMA MARU" (Calling Manila) Friday, 28th May.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"SIAM MARU" (Calling Manila) Friday, 14th May.

"LUZON MARU" (Calling Manila) Saturday, 15th May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"MITSUKI MARU" (Calling Manila) Monday, 7th June.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" (Calling Manila) Tuesday, 1st June.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" (Calling Manila) Saturday, 22nd May.

"CHICAGO MARU" (Calling Manila) Saturday, 5th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIUO MARU" (Calling Manila) Sunday, 16th May.

TAKAO via SWATOW & AMOY.

"UNNAN MARU" (direct to Takao) Tuesday, 11th May.

"SOSHU MARU" (Calling Manila) Thursday, 20th May.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

| Steamer | Arrived Hongkong | Leaves Hongkong |
|----------|------------------|-----------------|
| TAIYUAN | 19th May | 24th May |
| CHANGSHA | 17th June | 22nd June |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australia, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

| For | Steamer | Sailing |
|-----|---------|---------|
| | | |

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton. General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

via PANAMA CANAL.

"BOLTON CASTLE"

Sailing about End of May.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

FOR SHANGHAI & JAPAN.

S.S. "AFRICA"

Sailing on or about 31st May.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAVA.

S.S. "RIOJUN MARU"

Sailing on or about 13th May.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transhipment at Calcutta, in conjunction with the Indo-China S.N. Co. Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD. Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| Destination | Steamer | Sailing |
|---------------------|-----------|-----------------------------|
| SHANGHAI via Ningpo | Hopsang | Thur., 13th May at d'light. |
| TIENSIN via Chefoo | Chipsing | Fri., 14th May at d'light. |
| STRAITS & Calcutta | Chalsang | Fri., 14th May at 3 p.m. |
| MANILA | Loongsang | Fri., 14th May at 3 p.m. |
| KOBE | Lalsang | Sun., 16th May at 5 p.m. |
| SHANGHAI | Hangsang | Sun., 16th May at d'light. |
| SHANGHAI | Choysang | Tues., 18th May at d'light. |
| SANDAKAN | Hinsang | Thur., 27th May at noon. |

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about 14th May, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamers | To Sail |
|-----------------------|----------|---------------------|
| HONGKONG & BANGKOK | Ningpo | 12th May at 9 a.m. |
| SHANGHAI | Sinkiang | 13th May at noon. |
| WWEI, C'FOO & TIENSIN | Hulchow | 15th May at 3 p.m. |
| SHANGHAI & TSINGTAO | Tean | 15th May at 4 p.m. |
| PAKHAI & HAIPHONG | Kailong | 16th May at 9 a.m. |
| SWATOW & BANGKOK | Luchow | 18th May at 10 a.m. |
| AMOY, SHAI & PUKOW | Shantung | 18th May at 3 p.m. |
| MANILA, CEBU & ILOILO | Taming | 25th May at 4 p.m. |

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO: Excellent Saloon accommodation, midships. Electric Light and Fans in Saloon and State-rooms. Regular schedule services between Canton, Hongkong and Shanghai (thrice weekly) and Tientsin weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Wusung.

BANGKOK LINE—Weekly service to and from S'pore via S'pore.

For Freight or Passage apply to

BUTTERFIELD & SWIRE

Agents.

Telephone No. 35.

Hongkong May, 11, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN (Occupying 9 to 10 days.)

| Steamships | Captain | Leaving |
|------------|----------------|---------------------------|
| Haiching | A. H. Stewart | TUES., 11th May at 3 p.m. |
| Haifong | Ed. Walker | FRI., 14th May at 2 p.m. |
| Haifong | W. C. Passmore | TUES., 18th May at 2 p.m. |

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"CITY OF COLOMBO" via Suez 17th May.

"EURYMACHUS" via Panama 25th May.

"HOWICK HALL" via Suez 27th May.

"TELEMACHUS" via Panama 10th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change with out notice.

For freight and passage apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

SHIPPING.

VESSELS ARRIVED.

The s.s. TELEMACHUS from Saigon brought yesterday 3,500 tons of rice.—Mooring, A 3.

From Hongkong there arrived yesterday the s.s. RUPARA whose owners are Messrs. H. M. Nomaze, with 1,330 tons of coal.—Mooring, A 25.

The Pacific Mail VENEZUELA arrived yesterday from San Francisco via Manila with 1,300 tons of cigars and hemp (in transit cargo) and 332 tons of canned goods for Hongkong. She had on board 108 first-class and 101 Chinese deck passengers and 32 bags of mails.—Mooring, A 1.

From Bangkok the Siamese vessel PINSAMUD consigned here yesterday 800 tons for Hongkong.—Mooring, C 13.

Two thousand tons of rice meal were landed here yesterday by the Chinese vessel HWAH KUN from Saigon.—Mooring, C 47.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez on the 24th April, and is expected here on the 2nd June.

The N. Y. K. s.s. TANGO M. (Australian Line) left Sydney for this port via Manila on the 4th May, and is expected here on the 24th May.

The T. K. K. s.s. TENYO M. arrived at Yokohama, on the 4th instant, and is sailing on the 7th instant for Hongkong, being due here May 16th.

The China Mail S.S. Co. is in receipt of a telegram from its San Francisco office advising that the s.s. NANKING sailed from that port on April 29th, in accordance with schedule.

The China Mail S.S. Co. is in receipt of a telegram from its San Francisco office advising that the s.s. NILE sailed from that port on April 23rd 1920.

The Ben Line s.s. BENMOHR from Antwerp and London, left Singapore, for this port on 9th May, and may be expected to arrive here on 16th May.

The R. M. S. EMPRESS OF JAPAN left Vancouver for Hongkong, via Japan ports, Shanghai, on the 23rd April, and is due here on or about the 20th May.

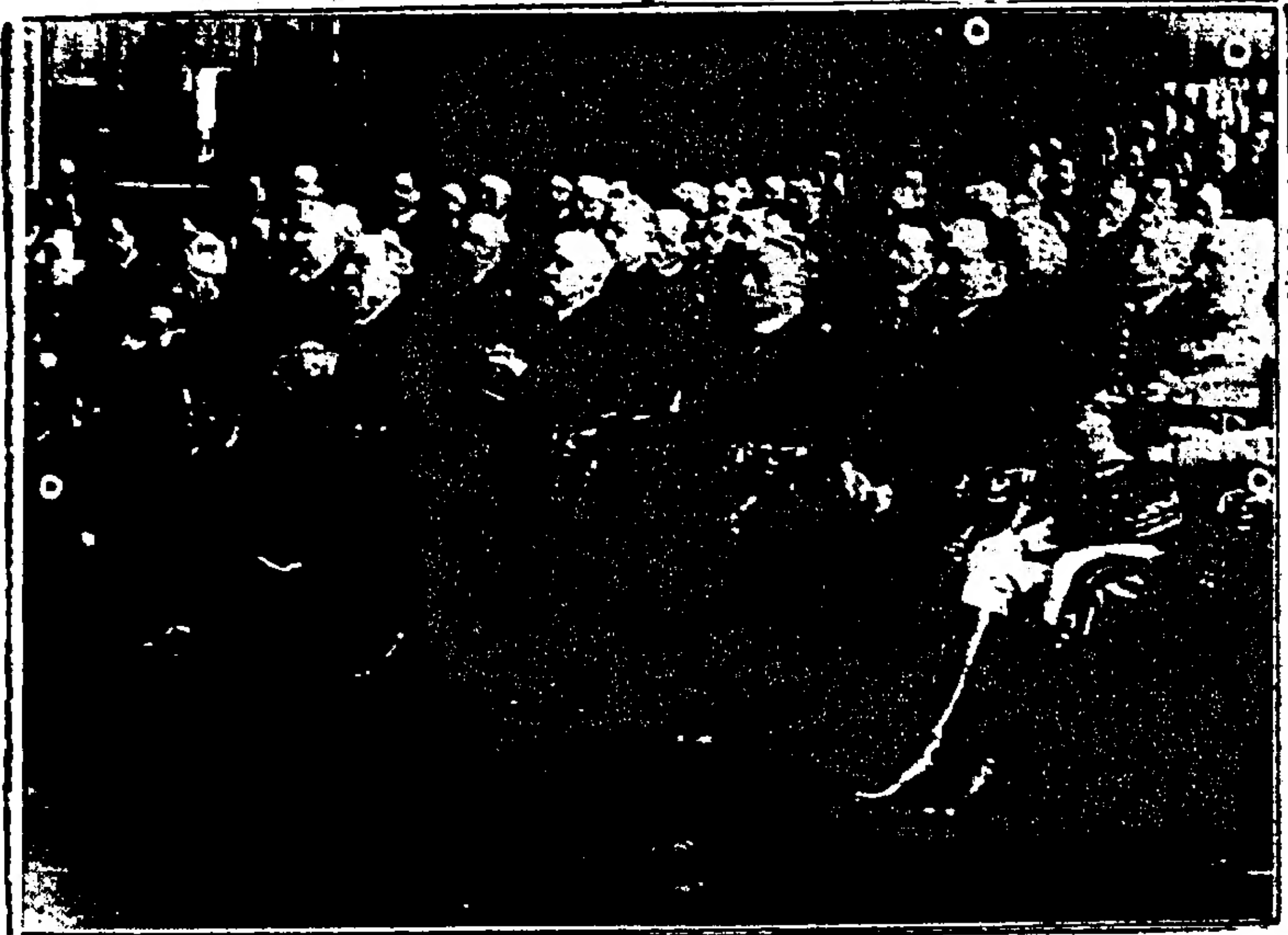
The R. M. S. MONTEAGLE left Vancouver for Hongkong, via Japan ports and Shanghai on the 1st May, and is due here on or about the 26th May.

The R. M. S. EMPRESS OF RUSSIA arrived at Nagasaki on 10th May, leaves there 11th May and is due at Kobe on 12th May.

PASSENGERS ARRIVED.

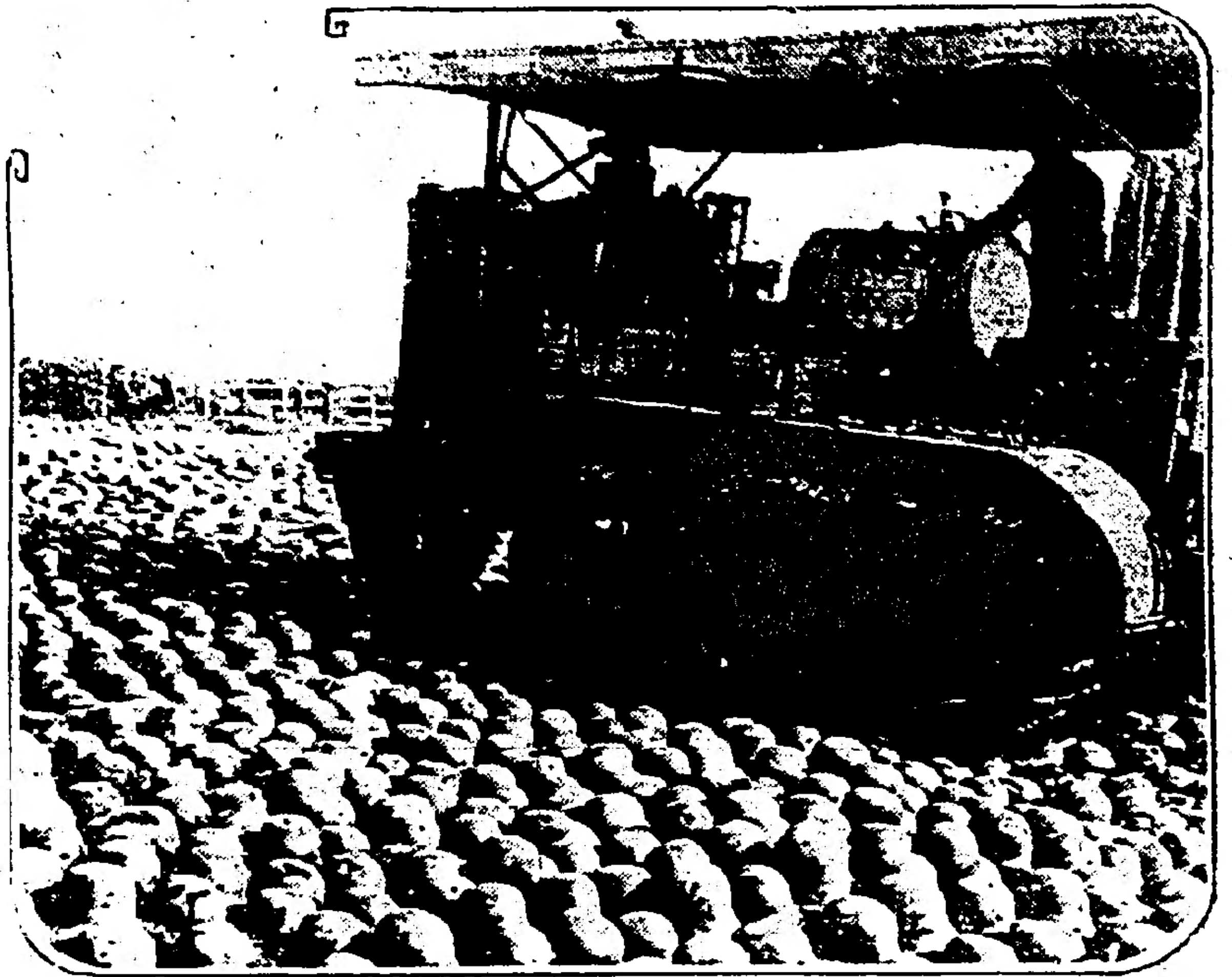
Per s.s. Venezuela.—Mr. Geo. Antrim, Miss K. Augustin, Miss Gertrude Barnett, Mr. M. D. Blake, Com. J. A. Bull, Miss Edna Burgess, Mr. I. M. Busch, Mr. A. Campbell, Mr. B. Case, Mrs. E. Case and child, Mr. and Mrs. F. J. Davis, Mr. I. J. Davis, Mr. F. W. R. Diekmont, Mr. J. B. Dietrick, Mr. D. H. Dull, Mr. Chas. Feltman, Mr. Chas. Fossum, Mr. & Mrs. A. Garcia and Miss L. H. Garlington, Mr. S. G. 2 infants, Miss L. H. Garlington, Mr. Griggs, Col. and Mrs. A. D. Haskell, Mr. and Mrs. H. L. Harkness, Mr. and Mrs. W. R. Hatt, Mr. and Mrs. E. N. Hatrick, Mr. B. Honig, Mr. K. Horberg, Miss Belle Horwitz, Mr. F. R. Hill, Mr. and Mrs. E. E. Jenks, Mr. Wm. Katz, Mr. K. Kawagoe, Mr. R. E. Keyser, Miss J. B. Keyser, Miss Della Kyne, Mr. R. J. Magill, Mrs. M. K. Manly, Miss Mary Manly, Mr. and Mrs. W. Manning, Mr. and Mrs. Jack Mason, Mr. M. M. D. Mahoney, Mr. and Mrs. J. G. McCarthy, Mr. and Mrs. W. N. Moore, Miss Elizabeth Moore, Mr. H. Murphy, Mrs. Nettie Murray, Miss Marie Murray, Mr. R. G. O'Connor, Mr. Wm. H. Pinckard, Mr. F. W. Pleas, Mrs. S. Pollard, Mr. G. T. Ramsey, Mr. and Mrs. Wm. A. Ramsay, Miss Aimee Ralsch, Mr. F. Reames, Ms. Dolores de Reyes, Miss Consuelo Roselle, Mr. Geo. N. Rodeaney, Mrs. C. F. Rubury, Miss C. F. Rubury, Mr. Jack Ryan, Mr. C. S. See, Mr. Maurice Seid, Mr. W. T. Sesson, Mr. and Mrs. V. Sheldon, Mr. H. Sheridan, Mr. K. Shibasaki, Mr. Maurice Simmons, Mr. and Mrs. L. K. Smith, Miss Lena Steinthal, Mrs. N. Suzara & 6 children, Mr. E. A. Taplin, Miss F. Tarrson, Mrs. Loretta Todd, Mrs. C. Torres and child, Mr. & Mrs. A. Tuohy, Mr. A. Tuohy, Miss H. Tuohy, Mr. K. Ushio, Mr. S. Watanabe, Mr. H. W. White, Miss M. W. Whitley, Miss F. Wilmer.

TO-DAY'S PICTURES.



HONOURING ALSATIAN DEPUTIES.

Reception given in Paris to the new Deputies from Alsace-Lorraine. In front row, seated, from left to right are: Marshal Foch, Premier Millerand; Leon Bourgeois, President of the Senate; Raymond Poincaré, retiring President; Paul Deschanel, new President of the French Republic; M. Jourdain, Minister of Labour, and Marshal Petain.



ROAD OF GERMAN HELMETS.

The most remarkable road in the world, made of German war helmet "pavingstones," is laid in one of the centres in France for concentrating captured war material. The helmets were taken by the thousands and have been ground into a road over which captured German guns pass to their final resting place. A giant roller crushes the helmets flat.



SNAPSHOT OF LENIN.

This exclusive photograph, direct from Russia, shows Lenin walking in front of his sister through the streets of Moscow.



REMNANTS OF GERMAN NAVY.

Above are seen a few of the remaining German warships in Kiel Harbour.



RETAINED BY TURKEY.

Photo shows the famous St. Sophia Mosque, one of Turkey's most holy buildings, which she retains under the Peace Treaty.

DOINGS OF THE DUFFS

After the Company Left.

BY ALLMAN

